

ACTION OF DENMARK
OVER ST. THOMAS IS
STEP TO WIN TRADE

In Special Statement for Monitor by Mr. Aspinall, Leasing Is Said to Anticipate the Panama Canal

REPORTS ARE WRONG

Secretary of West India Committee Declares the Danish Policy to Be Simply in Preparation for Opening

(Special cable to the Monitor)
LONDON.—In continuation of the cable refuting the report of the leasing of the port of St. Thomas in the Danish West Indies to a syndicate operating in behalf of the Russian government, the European bureau of the Monitor has now ascertained from Mr. Aspinall, secretary of the West India committee, that the sensational reports which have been circulated are undoubtedly much exaggerated if not wholly untrue.
Mr. Aspinall informs the Monitor that the explanation of the situation is that the Danish government is now doing what the owners of every other port in that part of the world should be doing, namely, preparing for the opening of the Panama canal and making the necessary arrangements to deal with the enormously increased traffic that will ensue as the result of this opening.
The leasing of the port to a syndicate may best be described as a business-like effort on the part of Denmark to set her house in order in the West Indies.

PRESIDENT CONFERS
OVER MEXICO TO AVOID
INTERVENTION BY U. S.

WASHINGTON.—As a result of the conference at the White House today, at which the Senate foreign relations committee, the Senate of the Texas Congress delegation, Secretary Stimson and Attorney General Wickham participated, a resolution will be introduced in Congress giving the President power to issue a proclamation declaring it a violation of the neutrality laws to ship arms into a friendly country through a port of entry, when that country has an internal revolution.

The act is directed at the rebels in Mexico who are obtaining arms and ammunition through the Juarez custom house.

The conference is taken to mean that the administration will do its utmost to stop the Mexican revolution without intervention. The Texas delegation told the President that Mexican conditions have become intolerable. Fighting and marauding continue along the border.

STEAMER JOSE IS
BURNED AT PIER

NEW YORK.—The United Fruit steamer Jose was burned at her pier here early today, entailing a loss estimated at \$225,000. The vessel was being loaded with oil for West Indian ports.

The Jose, Captain Rasmussen, is registered under the Norwegian flag, and was chartered by the United Fruit Company. She ran between Port Antonio, Jamaica, and New York. She arrived at New York Monday, cleared from the New York custom house Tuesday and was to leave for Kingston, Jam., today. The Jose is a steel steamer of 547 registered tons and of 1512 gross tons. She is 243.6 feet long, 33.7 feet beam and 20.5 feet depth of hold.

JOSEPH J. CORBETT NAMED
Mayor Fitzgerald sent to the civil service commission Tuesday the appointment of Joseph J. Corbett to be corporation counsel.

ONE'S FAVORITE NEWSPAPER IS ONE'S
CHOICE OF A DAILY INSTRUCTOR IN
WORLD'S EVENTS.

THE MONITOR IS THE CHOICE OF MANY.

YOUR COPY MAILED TO ANOTHER MAY
INCREASE THE NUMBER.

POSTAGE REQUIRED FOR MAILING TODAY'S PAPER
In United States.....2c
To Foreign Countries.....3c

QUESTIONS AT LAW
IN WILL CASE NOW
IN SUPREME COURT

Arguments Begun by Counsel for the Plaintiff in the Suit of George W. Glover Against the Executor

BEFORE FULL BENCH

CONCORD, N. H.—Prior to the opening of the arguments in the suit of George W. Glover against Gen. Henry M. Baker, executor of the will of Mrs. Mary Baker Eddy, Discoverer and Founder of Christian Science, before the full bench of the supreme court of New Hampshire here today on the questions at law, Hannis Taylor of counsel for the claimants said that he would present the whole case for the claimants with an exception.

The exception referred to was the claim that the practise of Christian Science was against public policy. This phase of the argument is to be handled by Dewitt C. Howe, who expects to follow Mr. Taylor.

The justices of the supreme court before whom the case is being argued are: Chief Justice Frank W. Parsons of Franklin, Associate Justices George H. Bingham of Manchester, John E. Young of Exeter and Robert J. Peaslee of Manchester.

Counsel present were: Representing General Baker, the executor, Gen. Frank S. Streeter, F. C. Demond, Samuel J. Elder, Leon Abbott and E. A. Whitman; representing George W. Glover, the plaintiff, William E. Chandler, Hannis Taylor, Dewitt C. Howe, Herbert Parker, John D. Long and John P. Kelly; for George W. Baker, intervening nephew, Louis E. Wyman; the state, Robert L. Manning; George W. Glover, Jr., intervening grandson, James W. Remick and Robert Jackson.

In opening for the plaintiff soon after court convened Mr. Taylor said that the plaintiff was legally justified in entering suit on the ground that the will was illegal. He sought to show that the settlement agreement was marked by evasion, his chief argument in support of this contention being that the heirs were not told that a will by Mrs. Eddy was in existence giving to The First Church of Christ, Scientist, the bulk of her property.

Mr. Taylor declared that the legal operation of incorporation of the Christian Scientist churches is to create each a separate parish, entirely distinct and apart from any other church. He declared that the residuary bequest was left to The First Church of Christ, Scientist, alone.

"If my proposition that the bequest was made to this one church alone is true," Mr. Taylor said, "this tears down the fabric of the defendants' argument that the residuary bequest is to be used for some 1300 churches."

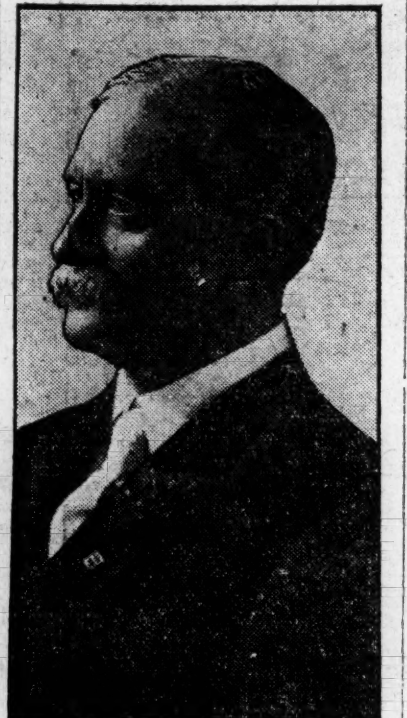
Argument was resumed by Mr. Taylor after a recess. The counsel for the plaintiff are expected to conclude today. The defense will be heard Thursday, and the answers will be made Friday.

Robert L. Manning of Manchester, special counsel for the state, filed on Tuesday with the clerk of the superior court a motion on behalf of the state for leave to amend its petition to appear and intervene in the suit of George W. Glover against Gen. Henry M. Baker, executor of the will of Mrs. Mary Baker Eddy, Discoverer and Founder of Christian Science.

BOSTON'S COAL
SHORTAGE LESS

Boston's coal shortage has been relieved by the arrival of 60,000 tons of anthracite and bituminous coal, by vessel yesterday. It is the largest amount of coal received here by water in many weeks.

Boston dealers have been notified that much of the freight congestion that has been a contributory cause of shortage here has been reduced. Other diverse conditions, they say, have been improved and the outlook is more favorable.

One of the Men Who Is
Elected to Conduct the
Order of Protection

GEORGE W. PENNIMAN

N. E. O. P. CONVENTION
MAKES UNANIMOUS
CHOICE OF LEADERS

Curtis L. Hubbard of Somerville was unanimously elected grand warden at the twenty-fourth annual convention of the New England Order of Protection held in Ford hall today.

George W. Penniman of Dorchester was unanimously elected grand vice-warden. Eben S. Hinkley of Dorchester was unanimously reelected grand secretary.

General routine business including the consideration of reports of committees came up before the 600 delegates and grand officers who assembled in Ford hall this morning.

During the session the supreme lodge will be represented by David P. Sherwood, supreme warden, of Providence; Frank E. Hill of New Haven, supreme vice-warden; D. M. Frye, S. S. of Somerville; John P. Sanborn, secretary-treasurer, Newport, R. I.; John J. Vorricks, S. G. of South Boston; Miss Helen L. Frazier, S. C. of Brookline; John F. Traynor, S. S. Boston, and many of the supreme executive committee and the various standing committees. These officials were entertained at a dinner in Kingsley hall in Tremont Temple.

Most of the reports will be submitted in printed form, that of Grand Warden Hubbard covering some 25 pages.

For the first time in its history the grand lodge of Massachusetts will show a loss in membership, the result of a readjustment of rates last May. This loss is now being made up by increasing interest throughout the state, some 350 new members having been initiated since Jan. 1. The membership in the state is now about 29,000.

According to indications the grand warden, C. A. L. Hubbard, is slated for reelection.

Miss Mary M. Doyle of Cambridge will be advanced to the office of grand chaplain and there will be several candidates for the position of grand guardian, which she now holds.

New lodges have been instituted in Brighton, Springfield, Brookline, Cambridge and Newton, the last named Monday evening with 60 charter members.

The finances of the grand lodge are in good condition and \$2000 has been deposited to the credit of the permanent fund in banks in Worcester and Salem.

The grand warden recommends that an improved method of bonding officers be devised by the representatives to the supreme lodge.

As this is the twenty-fifth year of the order, the grand warden recommends that steps be taken to properly observe the silver anniversary in November.

AUSTRALIAN SHIP
BACK FROM SOUTH

NEW YORK.—The Aurora, which left Hobart on Dec. 2 last with the Australian Antarctic expedition under the leadership of Dr. Douglas Mawson returned to Hobart on Tuesday, says the New York Herald.

The Aurora is commanded by Capt. J. K. Davis. She landed two separate parties at two points in the Antarctic regions, one under Dr. Mawson on Jan. 10 and the other under Dr. Wilde, who is a veteran of the Shackleton and Scott expeditions, on Feb. 10.

The Aurora found no trace of the Clark coast, from which it is concluded that it was a barrier that has broken up since Durville discovered it in 1838. The Aurora left Antarctica on Feb. 21 and will return in the spring.

HAMPTON GETS SCHOLARSHIP
Albert T. Murdock's will, which was filed in the probate office yesterday, provides a scholarship for indigent girl students at the Hampton Normal and Agricultural Institute and certain employees.

JOHN BARRETT URGES
BOSTON TO WORK FOR
PANAMA CANAL TRADE

Time Opportune to Become Great World City by the Acquisition of Vast Pan-American Commerce

IN LEAD ALREADY

Recent Developments Show It to Be One of Most Progressive Centers in United States, He Asserts

"Unless Boston and New England are up and doing actually to acquaint themselves with the conditions of trade through the Panama canal and throughout Pan-America, supplementing the work they are doing on their port, you may suddenly awake, as it were, after the opening of the canal to find that your competitors, not only in Europe but even in your own country, have already distanced you in getting a foothold in that part of the world," said John Barrett, director-general of the Pan-American Union of Washington and former United States minister to Panama, Columbia and the Argentine Republic, today in an address on "Pan-American Trade and the Panama Canal, What They Mean to Boston and New England," before the members of the Boston Chamber of Commerce at the fortnightly assembly at the American house, E. K. Hall presiding.

"To Boston I bring a special message," said Mr. Barrett, "a message which points the way to its becoming a great world city, a world entrepot of trade. My message is that you should make, during the next few years, your popular motto 'Get ready for the Panama canal and go after pan-American commerce.'"

"Pan-American commerce today offers Boston, New England, and the United States its greatest comparative undeveloped foreign field of trade. The Panama canal opens to Boston and the whole country a vast commercial export and import territory which heretofore has been almost a terra incognita to the business interests of this country."

"Boston and Massachusetts deserve unlimited credit for their port improvements. What they are doing in this direction shows that this old and honored city is in fact one of the most up-to-date and progressive commercial centers of the United States. You are doing more here than almost any other city in this country, far more than New York, Philadelphia, Baltimore, New Orleans and San Francisco, to get ready for the canal."

"Let me therefore urge upon you to take advantage of what you are doing in improving your harbor by going still further with corresponding energy and make yourselves familiar with the great trade field reaching from Mexico and Cuba south to Argentina and Chile, and especially with the great Pacific coast line of Latin America reaching from California south to the Straits of Magellan, which you will reach through the Panama canal."

"The field opened up by the Panama canal, its effect upon the commerce and economic conditions of our country, and the history, resources and potentialities of our 20 sister republics should be subject to intimate study and research in our public schools and in our academies and colleges. They should be the theme of lecturers, special writers and all classes of men who wish to see Boston, New England and the whole of this country gain their proper share in the great commerce of the canal and of Pan-America."

"It is of vital importance that Boston should develop intimate and regular shipping connection with all the principal ports of Latin America. There should not only be lines capable of carrying our manufactured products to South America and bringing in return their raw products, but there should be vessels having first class passenger accommodations. You must bring the men of South America to Boston, and you Bostonians and New Englanders must go down there."

"Let Boston moreover make herself at-

(Continued on page ten, column five)

20TH CENTURY
LEAVES TRACK

POUGHKEEPSIE, N. Y.—The twentieth century limited on the New York Central was wrecked this morning at 9 o'clock at Hyde Park, six miles north of here. Four cars left the track. The railroad officials claim that none of the passengers was slain. About 20 persons were injured.

The train was running at a high rate of speed. Wrecking crews have been started from this city and Albany. The train was running east in two sections and it was the first section that was derailed.

The train was nearly an hour late leaving Albany and the engineer was trying to make up lost time. Part of the train had passed over a broken rail when the remainder of the flyer left the track, breaking through the ice in the Hudson river, which at this point runs alongside of the roadbed.

Pan-American Director
Who Sees Panama Canal
Make Boston World City

(Copyright by Harris & Ewing)

JOHN BARRETT

NEW HAVEN ASSAILED
AS ILLEGAL MONOPOLY
BY NORMAN H. WHITE

Referring to the New Haven railroad as having an illegal monopoly of railroad, steamship and trolley transportation of this state, Norman H. White, former representative from Brooklyn, appeared today before the legislative committee on railroads at a hearing on the bill accompanying the petition of the Southern New England Railroad Corporation for legislation to extend to Boston. He said that the New Haven in the circumstances should not oppose the Grand Trunk petition on the grounds of illegality.

The hearing room was crowded so that those coming in late were obliged to stand at the door. Among the 60 or more present were Representative Robert M. Washburn of Worcester, William H. Coolidge, counsel for the New Haven, and Charles S. Baxter, counsel for the Boston & Eastern.

Mr. White advised dealing reasonably with the Grand Trunk, emphasizing the huge business advantages to be obtained from across the Canadian border.

"A few years ago," he said, "the New Haven proceeded to create a monopoly in and about New England by taking trolleys, steamships and the Boston & Maine railroad contrary to existing statutes. A traffic arrangement with the Boston & Albany completes the monopoly of transportation in New England."

"The Boston Railroad Holding Company was created by the Legislature. The monopoly then issued nearly \$100,000,000 in illegal securities in Massachusetts and again the Legislature came to the rescue with the validating commission. The New Haven has not stood for Massachusetts law and should not split hairs with those who come here to help Massachusetts when she greets them with open arms."

"The New Haven road annihilating competition by sea and powerful with banking interests would try to keep the figures showing an immense trade with Canada from this committee; it would try to reserve its monopoly since it has not been able to earn its 8 per cent dividend for the past five or six years."

"I believe the new line of the Grand Trunk into Boston should be called a Boston and Montreal railroad, inasmuch as we have lost prestige in railroad terminology by not having the name of Boston included in that of the New Haven road."

"I don't think it is fair to demand that the Grand Trunk should electrify its lines in metropolitan Boston; certainly not until the New Haven has carried out its promises. It is not wise to demand what the state can oblige the Grand Trunk to do at a later time. Mr. Mellen has stated on many public platforms that he would electrify in two years if the holding bill went through, but those promises have not been fulfilled."

"The Grand Trunk comes here with a bill stating specifically what it will do. The New Haven uses the bait of electricity and does nothing. We should not impose electrification as a burden upon a new road coming here."

"Ownership of trolleys is desired by the New Haven that it may suppress interurban developments which is a detriment to railroad development. I would have the Grand Trunk given equal advantages. I would see to it that the Grand Trunk would not own stock in any other company without first obtaining the necessary permission."

"By the Grand Trunk a shipper routes his own goods and there are thousands of miles of Grand Trunk system which could feed Boston without abrogating any agreement with the Canadian government. The Grand Trunk comes knocking at our door for our business and has business to give."

LAWRENCE STRIKE
OVER AS NEW WAGE
SCHEDULE ADOPTED

FEATURES OF LAWRENCE TEXTILE WORKERS' STRIKE FOR HIGHER WAGES

Length of strike, 67 days.
Operatives involved in strike averaged 20,000 of a total of 30,000.
Cost to mills estimated at nearly \$1,000,000.
Estimated loss in wages to employees, \$1,250,000.
Estimated cost of maintaining regular and special police by city, \$75,000.
Estimated cost to state in maintaining militia, \$200,000.
Relief funds sent in from all over country, approximately \$65,000.
More than 2500 persons cared for daily during period of strike.
Estimated number of arrests, 500, of whom about one half paid fines ranging from \$1 to \$100.
Anna Le Pezzo and young boy striker slain in clashes between strikers and police and strikers and militia.
Arrest of Joseph J. Ettor and Arturo Giovannitti, strike leaders, on charge of being accessories to the slaying of Anna Le Pezzo.
Investigations by congressional committee, the United States attorney general, the federal bureau of labor, a committee of the state Legislature and the attorney general of the state.
Parties of children sent to New York, Philadelphia and Barre, Vt., for care until the close of the strike.
One group stopped by police and several arrests made.

Concessions of the American Woolen Company Are Accepted by Executive Committee at Its Meeting Today

VICTORY IS CLAIMED

Question to Go Before Operatives at Mass Meeting on Lawrence Common Either Today or Thursday

LAWRENCE, Mass.—Lawrence's textile workers' strike involving 20,000 operatives, practically came to an end today when the executive committee of the strikers, following the endorsement of the sub-committee, accepted the increase in wages offered by President Wood of the American Woolen Company. The strikers announced that they gained practically all the concessions asked when the strike began nine weeks ago.

Immediately after the strikers' executive committee had adopted the schedule of increases William Haywood announced that the conciliation committee of the state Legislature would use all its influence to have strike leaders Ettor and Giovannitti, who are held as accessories to the shooting of Anna Lepezzo, liberated on bail.

Another announcement from Mr. Haywood was that Mrs. Anos Finchot, who has been making a personal investigation for a week, gave the finance committee \$100 for relief work, and, as she put it, "to show that I have no fear the money won't reach its proper destination."

The entire body of strikers will vote on the schedule on the common at a mass meeting to be held this afternoon or tomorrow. It is almost a foregone conclusion that they will agree to acceptance.

The new schedule, although formally offered by the American Woolen Company, is known to be favorable to every other mill here. It is fully expected that these other mills will post similar notices.

The detailed figures, contained in the offer of the American Woolen Company to its employees were announced today.

In some instances the mill owners have offered increases of 20 per cent. In actual salary the increases offered, which are those under consideration by the strikers' committee of the whole in Franco-Belgian hall, run from \$1.08 per week down to 54 cents per week for highest paid skilled operatives.

The notice, of increases, which will be posted Friday in the mills here is as follows:

"All employees formerly receiving 9½ cents and less per hour will be given an increase of 2 cents per hour."

"Employees formerly receiving 9½ to 10 cents per hour will receive increases of 1½ cents per hour."

"Employees formerly receiving 10 to 11 cents per hour will receive increases of 1½ cents per hour."

"Employees formerly receiving 11 to 12 cents per hour will receive increases of 1½ cents per hour."

"Employees formerly receiving 12 to 20 cents per hour will receive increases of 1 cent per hour. The same increase will be given all those who formerly received over 20 cents an hour."

"All job workers will get an increase of 5 per cent. All overtime work will be paid for at time and a quarter."

Per hour—		Per week—	
Old	New	Old	New
9.50	11.50	\$5.13	\$6.21
10.00	11.50	5.40	6.48
10.50	12.00	5.94	6.75
11.00	12.50	6.48	7.15
11.50	13.00	7.02	8.64
12.00	13.50	7.56	9.00
12.50	14.00	8.10	9.36
13.00	14.50	8.64	9.72
13.50	15.00	9.18	10.08
14.00	15.50	9.72	10.44
14.50	16.00	10.26	10.80
15.00	16.50	10.80	11.16
15.50	17.00	11.34	11.52
16.00	17.50	11.88	11.88
16.50	18.00	12.42	12.24
17.00	18.50	12.96	12.60
17.50	19.00	13.50	12.96
18.00	19.50	14.04	13.32
18.50	20.00	14.58	13.68
19.00	20.50	15.12	14.04
19.50	21.00	15.66	14.40
20.00	21.50	16.20	14.76
20.50	22.00	16.74	15.12
21.00	22.50	17.28	15.48
21.50	23.00	17.82	15.84
22.00	23.50	18.36	16.20
22.50	24.00	18.90	16.56
23.00	24.50	19.44	16.92
23.50	25.00	19.98	17.28
24.00	25.50	20.52	17.64
24.50	26.00	21.06	18.00
25.00	26.50	21.60	18.36
25.50	27.00	22.14	18.72
26.00	27.50	22.68	19.08
26.50	28.00	23.22	19.44
27.00	28.50	23.76	19.80
27.50	29.00	24.30	20.16
28.00	29.50	24.84	20.52
28.50	30.00	25.38	20.88
29.00	30.50	25.92	21.24
29.50	31.00	26.46	21.60
30.00	31.50	27.00	21.96
30.50	32.00	27.54	22.32
31.00	32.50	28.08	22.68
31.50	33.00	28.62	23.04
32.00	33.50	29.16	23.40
32.50	34.00	29.70	23.76
33.00	34.50	30.24	24.12
33.50	35.00	30.78	24.48
34.00	35.50	31.32	24.84
34.50	36.00	31.86	25.20
35.00	36.50	32.40	25.56
35.50	37.00	32.94	25.92
36.00	37.50	33.48	26.28
36.50	38.00	34.02	26.64
37.00	38.50	34.56	27.00
37.50	39.00	35.10	27.36
38.00	39.50	35.64	27.72
38.50	40.00	36.18	28.08
39.00	40.50	36.72	28.44
39.50	41.00	37.26	28.80
40.00	41.50	37.80	29.16
40.50	42.00	38.34	29.52
41.00	42.50	38.88	29.88
41.50	43.00	39.42	30.24
42.00	43.50	39.96	30.60
42.50	44.00	40.50	30.96
43.00	44.50	41.04	31.32
43.50	45.00	41.58	31.68
44.00	45.50	42.12	32.04

NEED OF ADDITIONAL FUNDS SET FORTH BY SCHOOL COMMITTEE

Need of additional funds for the support of the public schools of this city, and the manner in which it is proposed to expend these funds should the Legislature provide them are set forth in a statement prepared by the school committee.

"Carefully prepared estimates show that in order to carry on the work now under way with such expansion as appears to be required by the reasonable demands of the community and the desire of the school committee to keep pace with the educational needs of the city," says the committee, "\$5,189,623 is needed. The total amount of money available falls short of that estimated as necessary by \$85,623.

"Unless relief is granted by the Legislature by authorizing the school committee to increase the amount it may appropriate curtailment of existing educational activities or abandonment of proposed desirable extension will be inevitable.

"Even under the unusually favorable conditions which obtained last year, if it had not been for the 10 cent increase under the law of 1909, there would have been instead of a surplus of \$90,000 a deficit of between \$30,000 and \$50,000 had the schools been maintained on their present standard.

"A proposition that the normal school shall offer special elective courses to graduates of colleges and of the normal school, and to teachers who wish to qualify as teachers of commercial subjects in high schools, is under consideration, and if adopted will involve an additional expense during the current financial year of about \$2500."

GRANGE PROGRAM FOR SEASON TOLD

LEXINGTON, Mass.—Norman L. Peavey, worthy state inspector, will make a visitation to the Lexington grange, 233, Patrons of Husbandry, to-night in Historic hall. George F. Reed, lecturer for the local grange, has announced this program for the coming year:

March 27, conferring of third and fourth degrees; April 10, "Veterans' night," guests: Lexington Minute Men, G. A. R. veterans, W. R. C. and officers, S. of V.; April 24, address by Edward S. Payson; May 8, surprise program, Mrs. George F. Reed and Mrs. Lewis C. Sturtevant; May 22, talk on "Conservation Farming" by Arthur E. Horton; June 12, address by Charles M. Gardner, worthy state master; June 19, strawberry festival; July 10, surprise evening; Aug. 14, "The Milk Problem," by William P. Martin of Lexington; Sept. 11, surprise program; Sept. 25, Alfred E. Robinson on "Trees, Plants and Planting"; Oct. 9, conferring of first and second degrees, debate; Oct. 23, "Harvest Supper," conferring of the third and fourth degrees; Nov. 13, "Neighbors' night" (Lincoln grange), refreshments; Nov. 27, annual meeting and election of officers; Dec. 11, "Graces' night," in charge of worthy wives, pomona and flora; Dec. 25, holiday tree.

TAFT LEAGUE MAY MANAGE THE STATE CAMPAIGN

John Hays Hammond, president of the National Republican League of the United States, was the central figure at a conference at the Taft league headquarters in Youngs hotel today, in which he and Edgar R. Champlin, George H. Lyman and Allan T. Treadway, former president of the Senate, were closeted for over an hour.

Following the conference it was announced that if the presidential primaries bill is signed by Governor Ross, President Taft's campaign in Massachusetts will be managed by the Taft league rather than by the Republican state committee.

EQUAL SUFFRAGE IS PLEA

Mrs. Susan W. FitzGerald and Miss Alice Stone Blackwell, both prominent in the woman suffrage movement, are to appear before two congressional committees in Washington today in favor of a constitutional amendment for equal suffrage. They left for Washington Tuesday.

BRITISH ADMIRALTY DECIDES TO BUILD OIL-DRIVEN WARSHIP

(Special to the Monitor)
LONDON—Winston Churchill has determined upon making the first experiment in respect to the possibility of a motor-driven warship, in the English navy. For a long time the idea of such a vessel has been under consideration by the admiralty. That the coming warship of the future will be a motor vessel has been realized for some time, and much of the political maneuvering with respect to oil fields has been due to this fact.

Some years ago, when a certain new oil field was being searched for by English prospectors, a great European government approached the holders of the concessions with a view to acquiring the rights. The underlying reason of their

AMERICAN ART EXHIBIT PLEASES ITS PROMOTERS

NOVEL CARVING BEING EXHIBITED



"Parrot and Oranges," colored relief work in wood by William Fuller Curtis at Kimball gallery, Newbury street

More exhibitions of a similar nature are likely to follow the display of American artists at the M. P. Kimball gallery, 73 Newbury street, the success of which is said to be very gratifying to its promoters. Fifty works by 24 artists are shown. Much attention is attracted by the decorative wood carvings shown by William Fuller Curtis. "Parrot and Oranges" is a study of a handsome green bird perched in the branches of an orange tree, with the golden fruit all about.

Harold M. Camp's pastels at the Carrig-Rohane gallery will remain open to the public through Saturday. One of the most admired works by this Brooklyn artist is "Sparkling River," a study of water under shimmering sunlight, seen through the feathery foliage of a row of sycamores.

At the Copley gallery an exhibition of paintings by Richard Andrew has opened and will continue until March 23. The successful twenty-fourth annual exhibition of the Boston Water Color Painters at the Boston Art Club gallery will continue until March 23. An exhibition of old masters is to be seen at Doll & Richards' and several of Elihu Vedder's are still on view. At the Brooks-Reed gallery, Arlington street, a group of modern French paintings, principally Monets, is on view.

MUSIC NOTES

The only performance of Verdi's "Il Trovatore" to be given this season at the Boston opera house will take place tonight, with Miss Elizabeth Amaden as Leonore; Mme. Maria Gay as Azucena; Mr. Zenatello as Manrico and Giovanni Polese as the Conte de Luna. Mr. Moranzoni will conduct.

"Pelleas et Melisande" is to have another presentation at the Boston opera house, as the last operatic performance of the season.

Miss Mary Garden will impersonate Melisande and Mr. Dufranne will be the Golaud. The rest of the cast will be as in the original performances.

Professor H. D. Sleeper gives an organ recital tonight at the chapel of the Andover Theological seminary, Cambridge, with Mrs. May Sleeper Ruggles, contralto, assisting. He will play works of Franck, Bohl, Bossi, Lemare, Vachs and Sleeper. The soloist will perform an aria from Parker's "Hera Novissima" and songs by American composers. Professor Sleeper is at work on a symphonic suite, of which he has the first movement partly scored.

Miss Ruby Winchenbach gave a piano recital in Steinert hall Tuesday evening, appearing for the first time before the Boston public. A small audience applauded her playing of works by Grieg, Liszt, Chopin and Schumann.

TESTS ANNOUNCED BY CIVIL SERVICE

Announcement of examinations was made today by Edward E. Stebbins, secretary of the New England civil service district. The list of examinations and the compensation follow: March 30, tinmer's helper, national museum, Washington, \$60 per month; April 3, laboratory assistant in ceramics, \$900 to \$1200 per annum; junior engineer (electrical), \$900 to \$1080; assistant physical chemist, \$1500 to \$1800; laboratory apprentice, \$480 to \$540; assistant in grain standardization, \$1200 to \$2000; preparator, division of technology, \$70 per month; micro-analyst, \$1200 to \$1440 per annum; cartographic specialist, \$475 per day; assistant physical geologist, \$1200; blue printer, \$224 to \$248 per day; April 6, bacteriologist, Philippine service, \$2500 per annum; April 10-11, scientific assistant in plant pathology, \$1200 to \$1600 per annum; chief irrigation engineer, Indian irrigation service, \$4000.

CHRISTIAN BRINTON TO LECTURE

Christian Brinton of New York is to lecture on the exhibition of French contemporary paintings by the artists of the Societe Nouvelle on March 18, at 4 p. m. in the Renaissance gallery of the Museum of Fine Arts in which the paintings are on exhibition.

GOVERNMENT SEEKING MORE LETTERS TO USE IN SUGAR TRUST TRIAL

WASHINGTON—Taking of testimony was resumed in the United States district court today at the trial of Washington E. Thomas and the other defendants charged with using the sugar trust to violate the clause of the Sherman law prohibiting restraint of trade—a clause which the prosecutor declared was based on the commandment, "Thou shalt not covet thy neighbor's goods."

There were two witnesses examined on Tuesday, Joseph E. Freeman, secretary of the American Sugar Refining Company, and Thorne Kiesel, the only son of the late Gustave Kiesel, who was, it is stated, the agent for Adolph Segal in negotiating the loan of \$1,250,000 through which, it is charged, the American company obtained control of the Pennsylvania Sugar Refining Company.

Mr. Freeman produced many records, including entries showing the loan, but he stated that he had been unable to find an alleged agreement between Gustave Kiesel and Adolph Segal of the Pennsylvania company regarding the loan.

A large number of letters, which the

BROOKLYN ARTIST'S PASTEL IS ADMIRER



"Sparkling River," one of 52 works by Harold M. Camp at Carrig-Rohane gallery

EFFORTS ARE BEGUN TO OFFSET DECISION GIVING MONOPOLY TO PATENTEE

WASHINGTON—In view of the great importance of the supreme court's decision favoring a monopoly by a patentee, Attorney-General Wickersham has taken up the question of a rehearing and a movement has been started at the same time to offset the effect of the ruling by legislation.

The government not being a party to the suit, can act only through the defeated parties. The rehearing would be asked on the ground that a full bench had not, as in the case, which was decided four to three.

Should an application for a rehearing be made, it is said, the attorney-general would ask for permission to intervene and present the bearing of the legalized monopoly of a patent upon the Sherman antitrust law. The administration of that statute has an important relation to the scope of a patent monopoly.

Several bills to curb the monopolizing power of patentees over unpatented articles used in operating patented machines began to appear in Congress. Some old bills were revived and new ones drafted.

E. B. Moore, commissioner of patents, has prepared a bill to amend the law so

that patentees may not impose onerous conditions upon purchasers of their patented articles. Senator Gore may introduce a bill he presented to Congress last year regulating "license restrictions" in the sale of patents.

Senator Brown, chairman of the Senate committee on patents, and members of the House committee on patents, have expressed themselves, since the court's decision, as willing to act promptly.

Representative Littleton of New York, Democrat, announced he would introduce a bill to meet the "legalized monopoly" decision handed down yesterday.

There are now pending before the judiciary committee several bills intended to reach the same results as the bill to be introduced by Mr. Littleton. These were inspired by the government's suit against the United Shoe Machinery Company, but they have remained in committee during the progress of the suit.

President Taft, when a circuit judge, concurred in an opinion substantially the same in principle as the decision of the supreme court. That opinion, like Monday's decision, was rendered by Judge Lurton, then a judge of the sixth circuit, Judges Taft and Hammond concurring.

WORK ON COMMON TO BE DESCRIBED

W. L. Phillips, assistant in the office of Frederick Law Olmsted, in charge of the improvements on Boston Common, is to speak on the work and methods at the annual meeting of the Boston Common Society, Thursday afternoon, in the Twentieth Century Club.

The society is organized to prevent measures being adopted that might prove detrimental to the Common. The public will be welcomed at Thursday's meeting, says James Lowell, secretary of the society.

GYMNASTIC SHOW FOR RADCLIFFE

In the gymnasium of Agassiz House there will be a gymnastic exhibition given by the Radcliffe Athletic Association on Thursday evening. It will include a regular gymnasium class, with floor work, aesthetic dancing, folk-dancing and apparatus work. Miss Elizabeth Wright and Miss Kate Wallace, teachers of gymnastics at Radcliffe will conduct the classes.

The Idler Club announces for its open play, "MacDowell's prize play, 'Miss Blair's Renaissance,' by W. Fenimore.

KELIHER TO BEGIN SENTENCE

William J. Keliher will begin serving his 18-year sentence in the state prison Friday for complicity in the wrecking of the National City Bank of Cambridge. The time in which he could have appealed to the United States supreme court having expired, a mandate was handed down by Judge Hale of the United States district court today calling for Keliher's appearance before him on Friday morning.

LEXINGTON HISTORY DINNER

LEXINGTON, Mass.—The Lexington Historical Society served a supper last evening in the supper rooms of the First Parish (Unitarian) church. Alonzo E. Locke presided.

HUGH BANCROFT TO TALK TO STATE BOARD OF TRADE

Hugh Bancroft, chairman of the board of port directors of Boston, addressed the sixth meeting of the executive council of the Massachusetts Board of Trade, held today at the Hotel Vendome. Luncheon was served previous to the business meeting.

The schedule of business includes among other items the receiving of reports of various committees, as follows:

Committee on state legislation for final action on proposition relative to the advisability of establishing a minimum wage board to fix the rates for women or minors in any industry.

Committee on transportation and state legislation, acting jointly, relative to the proposal of the Southern New England railroad to secure routes to the cities of Boston and Worcester from its connecting lines with the Grand Trunk railroad.

Committee on manufactures, relative to a communication from the national council for industrial defense, requesting membership in the association.

Committee on insurance, relative to a communication from the Massachusetts Mutual Fire Insurance Union for the appointment of a fire preventive day, to be observed annually on Nov. 9, the anniversary of the great Boston fire in 1872.

Committee on national legislation, (a) relative to an appropriation of \$50,000 by Congress to be used in connection with the fifth international congress of chambers of commerce at Boston next September, "referred between sessions;" (b) relative to a bill now before Congress favoring an international commission on the cost of living, "referred between sessions."

Committee on publicity, relative to the establishment of a state bureau of information.

Communication from the department of commerce and labor, Washington, relative to sending representatives to take part in a conference of commercial and industrial associations to be held in Washington, April 5, 1912, to consider the establishment of a national organization of the same.

FISH MEN ELECT NEW TREASURER

Frederick F. Dimick, secretary of the Boston Fish Bureau, announced today that Burton Fernald of the firm of Fernald & Co., of 14 T wharf, had been elected treasurer of the organization late Tuesday.

The members also voted to change the fiscal year of the bureau from June 1 to Jan. 1. George E. Willey of the Lincoln-Willey Company, president of the bureau, was chairman. Mr. Fernald will occupy the position of the late George W. Clatur.

ITALIANS CAPTURE TURKISH POSITIONS

(By the United Press)

ROME—An official announcement made today at the war office says 1000 Turks and Arabs were slain in fighting at Benghazi, Tripoli, on Tuesday. The Italian loss was 29 and 62 wounded. The Italian commander reports the capture of two Turkish positions after hard fighting.

AMUSEMENTS

1ST ANNUAL

AUTO SHOW

MECHANICS BUILDING

COMMERCIAL TRUCK SECTION

Auspices Boston Commercial Motor Vehicle Assn., Inc.

OPENS TONIGHT AT 8

GREAT DECORATIONS 3—ORCHESTRAS—3

"A TRUCK FOR EVERY PURPOSE"

Open March 14-20

10 a. m. to 10:30 p. m. (Except Sunday)

PERSONAL DIRECTOR OFFICE: C. CAMPBELL

ADMISSION 50c

BOSTON OPERA HOUSE

TODAY AT 1.45 (Special Performance)

CARMEN Calve; Clement, Riddes

TONIGHT AT 8

TRIOLORE (Amadeus)

Only Performance This Season

FRIDAY AT 8

GERMANIA (Gay)

SAT. MAT. AT 2

TRIOLORE (Amadeus)

Sat. eve. pop. prices

THAT'S

Down Town Ticket Office, Steinert's, 162 Boylston

PHI MU GAMMA SORORITY OF EMERSON COLLEGE.

Presents Paul Kester's Play

"FRIEND HANNAH"

For a Graduate Scholarship,

Jordan Hall, March 16, at 8:15 o'clock.

Directed by Mrs. Maude Gatchell Hicks

Tickets \$1.00, 50c, at Jordan Hall and Emerson College.

JORDAN HALL

MONDAY AFTERNOON, MARCH 18, AT 3

Katharine Goodson

ONLY PIANO RECITAL

Tickets \$1.50, \$1 and 50c, Symphony Hall

RECITAL

MARION LINA TUFTS

PIANIST

VIRGINIA STICKNEY

CELESTIAL TOMORROW

STEINERT HALL THURSDAY EVENING

Tickets now on sale at the Hall

SYMPHONY HALL

THURSDAY EVENING, MARCH 21, AT 8

ALMA GLUCK

Soprano

LEO SLEZAK

Tenor

(Of Met. Opera Co., N. Y.)

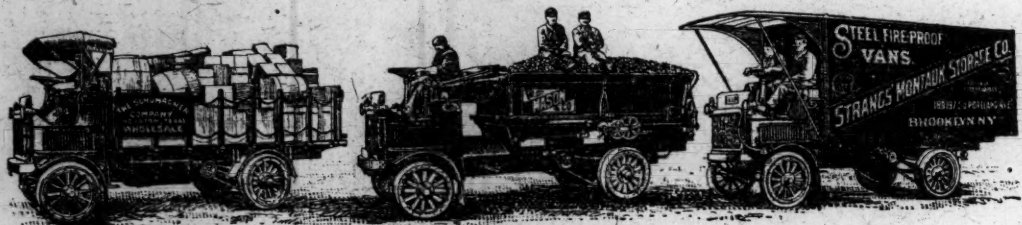
And the

CECILIA SOCIETY

ARTHUR MEES, Conductor.

Tickets at Symphony Hall.

POPE-HARTFORD



AT THE MOTOR TRUCK SHOW, SPACE 38

THREE-TON
FIVE-TON
SPECIAL
ONE-HALF
TON TRUCKS

POPE-HARTFORD TRUCKS

Like POPE-HARTFORD pleasure cars, are giving entire satisfaction in the constant daily service of large corporations, firms and individuals in many lines of business.

Municipalities Using POPE-HARTFORD

Public Service Wagons

Are sure of Durability, Strength and Efficiency. Used in many New England cities and in all parts of the country. Repeat orders reflect their complete success.

Our Motor Busses
NINE, TWELVE
TWENTY-FOUR
PASSENGER CAPACITY

FIRE APPARATUS

POLICE PATROL
AMBULANCE

Assure the High-Grade
HOTEL SERVICE
Which the Public Demands

Thirty-five years' experience in the manufacture of Mechanical Vehicles makes POPE quality possible.
THE POPE MANUFACTURING COMPANY, HARTFORD, CONN.

At our Service Depot we carry a full line of spare parts, which, with a corps of expert mechanics, enable us to meet promptly any emergency that may arise.

DODGE MOTOR VEHICLE CO.

LANDSDOWNE STREET, CAMBRIDGE

TENTH YEAR OF
TRUCK BUILDING
FOR ATTERBURY

All Types of Gasoline and
Electric Commercial Vehicles
Included in the Line of
This Concern

Among the prominent trucks which will be shown at the second division of the Boston automobile show which opens tonight in the Mechanics building is the Atterbury, handled by the A. E. Carpenter Company of Brookline.

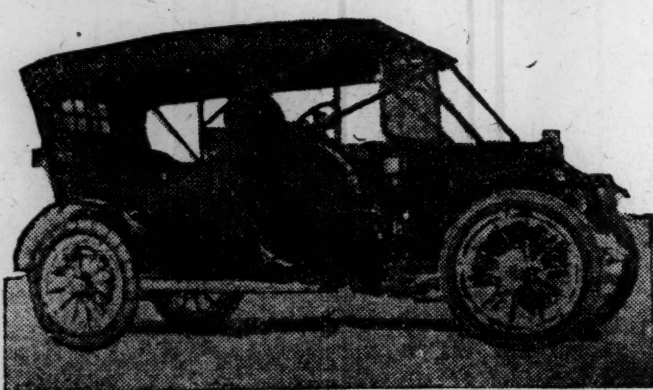
This concern for 10 years has made nothing but commercial vehicles and has made steady progress in the development of these cars until at the present time it seems almost impossible to get anything much more satisfactory.

There are shown at this exhibit in

spaces 131, 132 and 133 on the main floor seven models, a 1500-pound delivery wagon, a one-ton truck, a 1½-ton truck, a two-ton truck and the stripped chassis of a three-ton truck. The concern also manufactures a five-ton truck, a 20-passenger sight-seeing car and one, two, three and five-ton electric trucks.

Engineers say that the various models of this car have one of the finest power plants to be seen on a motor vehicle. The motor has three-point suspension and the cylinders are cast en bloc on some of the cars and singly on others.

Several other features can be easily recognized upon inspection. The chassis is particularly strong and there is a tremendous amount of reserve power in all the models. The company claims that by devoting its time for 10 years to commercial vehicles to the exclusion of pleasure cars it has gained a considerable advantage.



Alpena "40" Complete \$1600

WE GIVE OUR CUSTOMERS HONEST SERVICE

Alpena Boston Company
Absolutely Best Car by Comparison

ALPENA

"The Only Fully Equipped Car in the World"
"Forty" \$1600—Fully Equipped—"Thirty" \$1250

All models have demountable rims and self-starters. "Forty" also has complete electric generator lighting system, and complete extra tire.

Some Good Agents Wanted

A. B. Co.'s Salesroom and Service Depot
Distributors of Alpena Cars for Eastern Mass., Maine and New Hampshire

41 Columbus Avenue, Park Square, Boston

Telephone 192 Tremont

SEE our sign flash!

ALPENA AUTO IS
ATTRACTING MUCH
ATTENTION HERE

C. C. B. Merrill, President
and Manager of the Boston
Company, Much Pleased
Over Situation

C. C. B. Merrill, president and general manager of the Alpena Boston Company, 41 Columbus avenue, is one of the most enthusiastic automobile men in the city, especially as he believes his company has established a sales record for Boston which will stand for some time. Mr. Merrill reports that during the past 30 days he has sold from catalogue alone—before his first sales car reached Boston—22 Alpena cars. He gives the credit for these sales to the value of his car, rather than to his salesmanship.

The A. B. Co. have the distributing agency for Alpenas for eastern Massachusetts, New Hampshire and Maine. Most of the Massachusetts territory is already taken by sub-agents, all of whom own at least a nominal share in the Alpena Boston Company and feel a real cooperative interest in working hard for the success of the company as a whole, and real pleasure in treating all customers so well that they will become "salesmen without salaries."

Service at honest prices is insisted on by Mr. Merrill and to further that most important part of automobile selling today the A. B. Co. has a large garage in charge of a skilled mechanic. A stock room on the premises is being fitted up and the first shipment of spare parts, carburetors, etc., is on the way from Alpena. These parts are mostly for 1911 cars, as little or no repairs will need to be done on the 1912 cars for a long time. The Alpena is guaranteed by the factory for a period of one year from date of delivery, and so careful and exacting is the assembly and testing given these cars that Mr. Merrill says he can well afford to take care of all his customers' adjustments for a year without charge.

Equipment on Alpena cars is very complete, probably more so than any car in the world at any price. The line shows seven body styles on two chassis, a "Thirty" and a "Forty." Ruben motors are used in all models and no car is sold without full equipment, as follows: "Presto" self-starter, Ruben motor, demountable rims, double rims, double Duquesne mohair top, complete with curtains and dustcover, folding glass windshield, 60-mile Stewart "trip" speedometer, complete lamp equipment, large tires, full set of tools and tire repair outfit, robe rail, foot rest and number brackets. "Gas and oil and off you go." In addition, the "Forty" has complete electric lighting equipment, with large storage battery kept constantly charged by generator from the motor. "Just press a button when you want light." And the "Forty" has also a complete extra rim, shoe, tube and casting on the running board—perhaps the only car in the world so equipped. All the above is standard equipment. The car is guaranteed for a period of one year by the Alpena Motor Car Company.

News of Interest to Automobilists

TOURING VANS FOR
LONG TRIPS AFFORD
MANY CONVENIENCES

Picnicking by Motor Likely
to Develop a Separate Car
for the Kitchen, Says
Writer

DETAILS OF 2 CARS

The best of the motor touring vans de luxe so far built in England is that owned by Arthur Du Cros, a well known member of Parliament, says W. Parker in Colliers Weekly. This is a large and sumptuous affair and weighs 3½ tons complete. The chassis is constructed with great solidity and the wheelbase is 13 feet 6 inches in length, with a 5-foot 2-inch tread. The wheelbase of the ordinary large 7-passenger car is 11 feet 6 inches, with a tread of 4 feet 8 inches.

The body of Mr. Du Cros' car, with a considerable overhang, is about 13 feet in length, 7 feet broad and 9 feet 3 inches in height. With its four speeds and reverse it can travel from five to 40 miles per hour, and will climb any hill, the motor being 45 horsepower. It is surprisingly easy running and the twin 895 by 135 millimeter tires on the rear wheels prevent side slip and wear remarkably in spite of the weight.

It consists of three compartments, if the small toilet saloon in front is counted, a large main saloon and a kitchen at the rear. The main saloon, paneled in mahogany and satinwood, has seatings for three on either side and a center table six feet long, which can be folded in necessary to half its length, makes a dinner party of six a comfortable possibility. With the table removed and the side seats turned into two luxurious couches, two can sleep comfortably, and a trestle bed in the center of the aisle gives room for a third.

The staff of the van consists of a chauffeur and a cook, who have their respective telephones from the saloon. The passenger capacity is at least six within and four outsiders can make themselves comfortable on the box seat, which is reached by a trapdoor in the fore part of the roof. Chauffeur and cook can, and do, sleep on board also when the van is in commission and their boxes, carried by day in a waterproof receptacle on top in front, are extended and covered by a canopy, these hard-worked officials climbing up to bed through the aforesaid trapdoor.

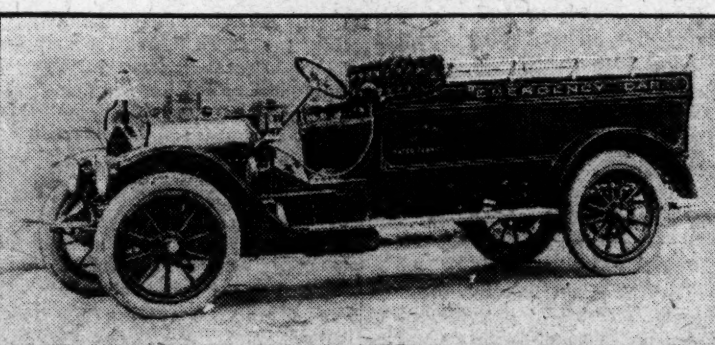
The little aluminum-lined kitchen is a model of compactness, with a large alcohol stove for roasting; and glass, china and silver are packed away into ingenious lockers everywhere. Food is served through the window, which opens down, front and back, into a hinged tray extending on either side into saloon and kitchen. This is large enough for plates and dishes and the viands come to table piping hot and in the most approved baronial style. With its blinds, its electric lights and ingenious ventilators, it is a miniature hotel on wheels. For cross country camping it is somewhat heavy and demands a good road surface, but has been outspanned more than once on softer ground without any sinking of the wheels.

Another is a light gasoline-driven van, costing but one fifth as much as the former and of much lower horsepower. It is a simply built affair, with plain arched roof, the body 9 feet 6 inches in length, 6 feet in width and 6 feet high. Such a van can be built with the greatest economy, and \$2000 should see this type completed comfortably enough for the ordinary amateur vagrant.

No apertures are cut in the roof, which can therefore be made waterproof at low cost, and ventilation is got by fore and aft windows built just beneath the eaves. The large windows at the sides give plenty of light and air. The interior furnishing is very simple. Two 12-inch bench lockers extend along either side and hold bedding, etc., during the day. When hinged over at night they make comfortable couches. A simple folding camp table and a number of capacious lockers complete the outfit. By carrying a tent, all the cooking is done outside the van, and when pitched with its broad blinds extended (these last being simple affairs supported by light bamboo and cords), the van justifies its name pictorially.

As yet the British military authorities have done little or nothing in this way, though large automobiles fitted as field kitchens are bound to prove great successes in the future. The best example of this kind extant is the well known field van and kitchen used by the Emperor of Germany on maneuvers.

WHITE EMERGENCY TRUCK FOR 1912

BOSTON'S FIRST COMMERCIAL
MOTOR TRUCK SHOW OPENS
IN MECHANICS HALL TONIGHT

All Types From Light Delivery
Wagon to Heaviest of
Wagons Will Be Subject to
Business Man's Inspection

When the doors of Mechanics building are thrown open at 8 o'clock this evening, New Englanders will have their first opportunity of seeing an exclusive motor truck show. In years past the motor truck has had to be contented with a little space in the annual pleasure vehicle exhibits, but owing to the wonderful development of the commercial car during the past two or three years, it became necessary this year to devote the entire building to this branch of the automobile industry.

That the motor truck will soon entirely displace the horse-drawn vehicle in all industrial lines is the opinion of close students of economics as well as those conversant with the rapid strides that are being made by the manufacturers of the motor car. Despite the fact that the industry is still in its infancy, business men, farmers and city officials already realize that it has been brought to such a high state of perfection that it demands recognition with ever increasing insistence.

While a year or two ago the motor truck was a sort of curiosity in the streets of the large cities and towns of this country, the year 1912 finds them in large numbers and those who have been the first to try them in the business world are the loudest in praising them.

From the little delivery wagon to the powerful truck, all types will be on exhibit and the management of the show has arranged to help the business man in every way possible to get into closer touch with the many merits which are offered by this system of transporting all forms of merchandise and staple products.

While it is hardly expected that this show will attract as large and as varied a number of visitors as did the pleasure car exhibit, there is no question about its being well patronized. It will draw an entirely different class of patronage, one that will be made up largely of business men who are looking into the various models from a purely commercial point of view. This should lead to careful investigations of the different models and considerable buying.

That this truck show will be the largest ever held is the announcement of Manager Campbell. Some 70 different makes of cars will be on exhibition as compared with 32 at the Madison square garden show and 38 at the Grand central palace. Two hundred and forty-two cars and chassis will be shown as against 132 at Madison square, 91 at the Grand central palace and 226 at Chicago. This means a very wide and varied assortment of trucks, with every type represented.

As the big building is to have the same decorative scheme as was used during the pleasure car show, the setting is sure to be much appreciated by the many who visit it. Never has so much praise over the attractiveness of a Boston show been expressed as was the case this year.

In years past the truck has received too little attention from the manufacturer as well as the user. This part of the industry was considered as a side issue to the pleasure car and it did not receive the special attention that it deserves. The result was that little progress was made in its development and the business man was slow to take it up, feeling that it had not yet reached the stage of perfection that would warrant a radical change in his system of transportation.

The last year has seen a radical change in this important feature. The manufacturer of commercial trucks now realizes that if the full measure of development is to be realized, special attention must be given to every part of it and that it must be separated in a large measure from the pleasure car. This has resulted in the employing of special mechanics, designers and salesmen and today find the industry well equipped along every line to meet the various needs of the business man.

At the various exhibits this week will be found men in attendance who not only know every detail entering into the building of every class of truck from the

light delivery wagon to the heavy truck and fire apparatus, but also men who can describe the many advantages that will accrue to the man or corporation that replaces his present horse-drawn vehicles with trucks. These men will also be able to go over the many problems that may enter into individual cases and aid the business man in devising, through special construction, trucks that will meet every requirement of his individual needs. This is a feature that is sure to meet with great success.

That the large cities and towns of the country are taking a great interest in the motor truck is shown by the action of their officials in what they are doing toward motorizing their police and fire departments. No better example of the rapid strides which are being made in supplanting the horse-drawn fire apparatus with the motor truck can be found than that of New York city. All types of motor fire apparatus have been given extensive tryouts in this metropolis, and they have proved most successful. Not only have they reduced the cost of maintenance, but they have also reduced the fire hazard by large amounts, and it is freely predicted that it is now only a matter of a few years before the horse-drawn engine will be a thing of the past.

No part of the United States offers a bigger or better field for the use of the motor truck than New England. With her large manufacturing industries and her big commerce as well as retail trade, the chances of installing motor trucks seems almost unlimited. Then too the roads in this section of the country are among the best suited for the truck and both the installing of trucks

Leading Makes of Horseless
Vehicles Will Be on Exhibi-
tion for a Week With Same
Setting

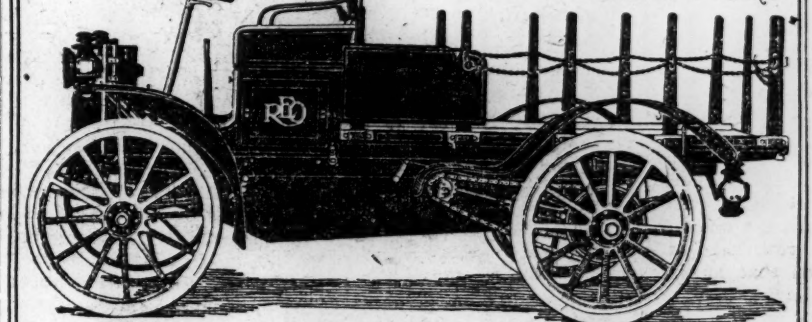
and the further betterment of the roads are sure to go ahead hand in hand.

As was the case in the pleasure car show last week, accessories will be represented in large numbers. This part of the industry is important to the user of motor trucks. The tire problem is one that has received much attention from the business man, and the strides that have been made along the lines of improving the truck tire are well worth minute examination. During the past 12 months the large tire manufacturers have done much toward developing this important feature, and these improvements will be shown.

While the self-starter has not become quite as well known to the motor truck as it is to the pleasure car, it is already beginning to make itself felt, and its perfection will mean much to the increased use of the truck. Considerable gasoline has been wasted in previous years through the driver letting his engine run when making short stops. This was done in order to save himself the trouble of cranking the truck every time he started. With the self-starter, this cranking will be done away with and, owing to the ease with which the engine can be started after it has stopped, the driver will not hesitate about letting it stop, and thus will save considerable each day in gasoline, especially where a number of short hauls are made.

On Exhibit at the Show

REO Trucks



Wheel base, 90 inches—Horsepower, 10 to 12—Length behind seat, 7 feet—Capacity, 1,500 pounds. Front seat top, \$25 extra.

Only \$750

And Built by R. E. Olds

Please mark that price, and note this truck's capacity. Most trucks which do what this truck does cost from \$1,200 up. We are building trucks on a business basis—at a day-wage profit. They are built in a separate fac-

tory, with a capacity of 5,000 trucks per year.

They are built as Trucks from start to finish—not as a pleasure car chassis.

To pay more than we ask for a truck like this is rewarding inefficiency.

The Famous Designer

It goes without saying that R. E. Olds knows how to build a truck. The dean of designers, with 25 years of experience, the builder of myriads of pleasure cars. The creator of Reo the Fifth.

Mr. Olds should be—and he doubtless is—the best qualified man in the business.

Mr. Olds' method of perfecting this truck was to put hundreds of them into use.

They were operated in city and country, on hills and plains, in all sorts of business service.

One loaded truck ran from New York to Oregon. Two carried the baggage in the Glidden Tour, from New York to Jacksonville.

These tests have now covered two years. And never has a truck of this size and capacity shown better records in service.

50 Cents a Day

This truck is built so a 12-year-old boy can drive it. There is nothing to get out of order—nothing to do but steer.

It is immensely economical. On a six months' test, covering 4543 miles and making 3,773 stops, the cost for gasoline, oil and repairs averaged 50 cents per day.

The average of many accurate tests shows the cost of delivery by Reo truck to be 60 per cent the cost of delivery by horse.

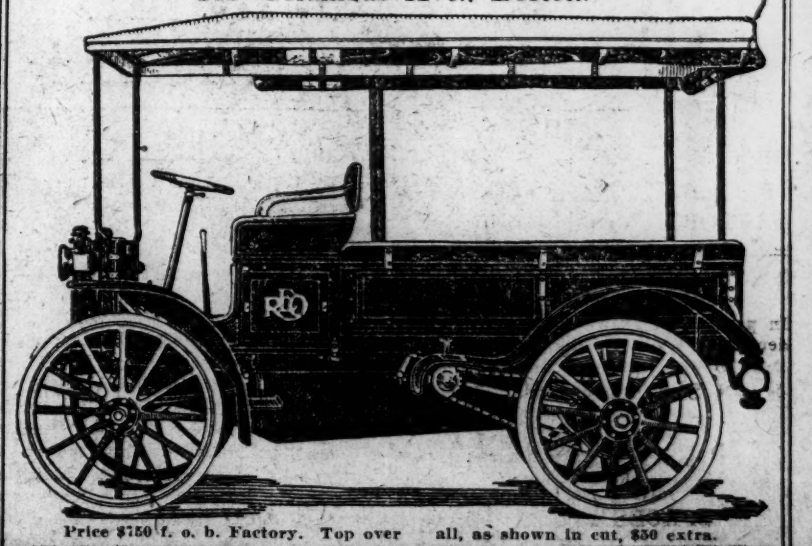
It does five times the work of a one-horse truck, and does it three times as quick.

It is always ready—never gets tired. Nothing can freeze it—heat or cold, rain or snow.

We are here to demonstrate it—to teach your men to run it. We are always here to take care of it. The truck can be seen at the Truck Show. Also at our salesrooms.

R. M. OWEN & CO., General Sales Agents for
REO MOTOR TRUCK CO., Lansing, Mich.

Linscott Motor Co., Dealers,
163 Columbus Ave., Boston.



Price \$750 f. o. b. Factory. Top over all, as shown in cut, \$25 extra.

Big Motor Truck Show

COMMERCIAL VEHICLE HAS NOW BECOME A NECESSITY, SAYS LARGE MANUFACTURER

Sheer Proof of Their Reliability and Efficiency Has Won Place for Them in the Business World

"Motor trucks have not only proved a utility," says Gleeson Murphy, vice-president General Motors Truck Company, "but a necessity. They have won their place by sheer proof of reliability and efficiency. Skeptical business interests are being educated. And that education is of a character that leaves no room for doubt. It is very complete analyzing as it does any particular system. It helps the business man make purchases intelligently. He knows right at the beginning what the operating expenses are going to cost and it also allows him to make comparisons with the horse-drawn systems.

"Even to the layman the comparisons must prove interesting, for the advantages favor the horseless system. The motor truck isn't subject to the elements like a horse. It works every day in the year. The motor truck never tires, but is always 'on the job.' Right here some one raises the question, 'Isn't the motor truck likely to go wrong? Will it run all the time? Doesn't anything ever break?'

"Yes, a truck does sometimes go wrong. Things do break—but not often. It is well to remember after all, a motor truck is no more nor less than a piece of machinery, and as such is liable to trouble and very much entitled to attention. The motor truck deserves just as much grooming and care as the engine that pulls the limited trains.

"Every live business man is practically 'sold' on a motor transportation equipment. He has watched the progress of the truck for the past 10 years. He has seen it outgrow its swaddling clothes and pass beyond the basic experimental stage and come, as it is today, right into its own. For motor trucks, gasoline and electric, have arrived at a point of standardization. Refinement will naturally be added from year to year, but the truck for service is here, indeed.

"But it is no longer necessary for the conservative man to say: 'We'll wait until the truck is proven.' The proof is at your hand—the service, the satisfaction that hundreds of big concerns are receiving daily. And that's the proof that counts and the kind that will increase the sales of trucks enormously this year.

"It is the intention of the General Motors Truck Company, through its many branches and agents, to organize a selling force so as to insure the furnishing of the style of truck peculiarly adapted to the special needs of the customer. It requires that its salesmen



GLEESON MURPHY

should be impartial; and to advise the purchase of a machine—gasoline or electric—which will return the greatest service for every dollar invested.

"In some instances engineering analysis is profitable, possibly it is necessary, but the G M C believe that definite statements of the performances and operating cost of its machines will enable the majority of merchants to select for themselves, and to make a choice more correct than could be effected by superficial investigation.

"The merchant knows whether speed is worth more to him than the minimum operating costs, for in no case does speed and low cost go hand in hand. If the former, through force of competition or the demands of business, is the requirement, then the latter must be sacrificed, at least, to some extent. The mileage required in any case is easily defined together with the load capacities; in general, no one knows your business, your special needs, your customers' or your problem, so well as yourself.

"Up to the present time selling trucks has been largely based on expediency and willingness on the part of producing companies to follow the course of least resistance. Naturally, the producers of gasoline trucks believe their power solves every transportation problem, and the electric builders can see nothing but battery power.

"Today the transportation problem is not to be settled offhand by declaration for gas or electricity, but a study of

Standardization of Truck Has Arrived Much Quicker Than in the Case of the Pleasure Car

conditions and a truck company's ability to supply either one power or the other, together with a willingness to concede that the horse still has its use.

"First is the field to give a business man real advice on motor transportation stands the General Motors Truck Company, because it produces both gas and electric trucks and gives unbiased judgment. We recognized this important factor when our company was formed and today make strongest what was formerly the weak link in selling motor transportation.

"Separate factories produce the G M C gas and electric trucks—each filling its place in our scheme of perfect motor transportation equipment.

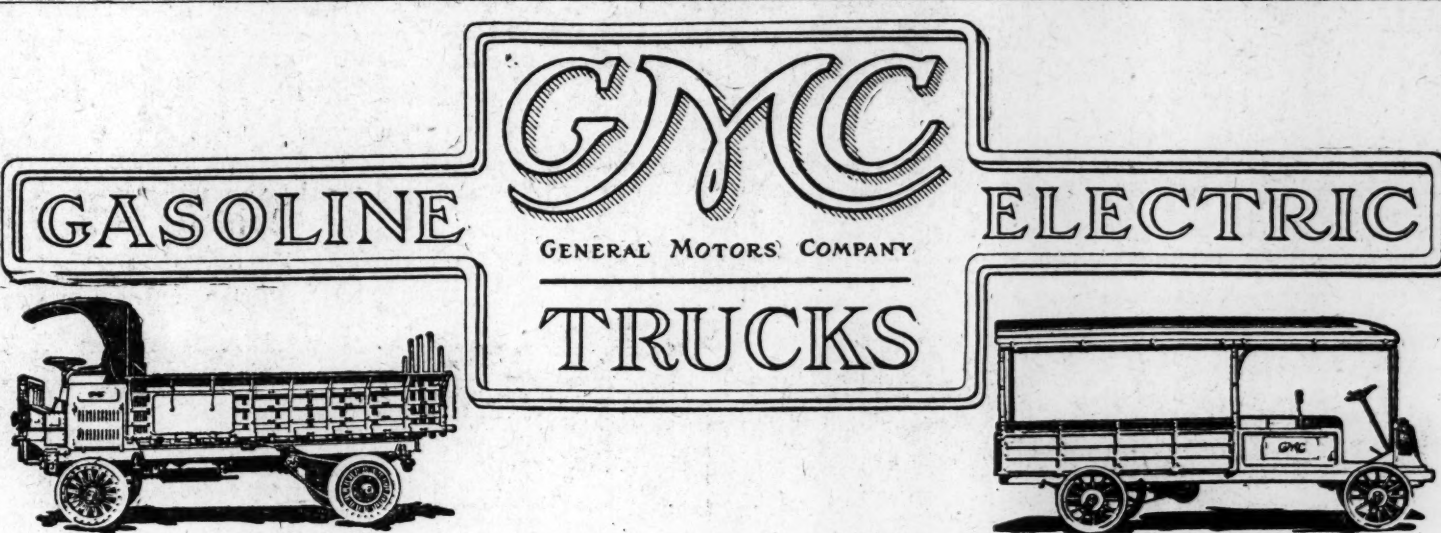
"Figures prove the value of the electric in one case over the gas truck and vice versa. In many cases we advise the use of both, perhaps the heavy gas trucks and lighter electric, each to give 100 per cent efficient service in its special field where a reversal of these powers would mean prohibitive cost.

"Giving the business man what he needs for economy of operation and quick service is the backbone of truck selling, and today, with the standardized truck, it gets right down to winning man's confidence by giving him the right car and the right truck and the right service.

"Standardization of trucks has arrived very much quicker than in pleasure cars because the experience on motor car manufacture has done away with basic experiments. Today the trucks have reached that perfection that guarantees long service and satisfaction. Refinement will naturally come from year to year, but for all purposes of actual work, the truck is a staple article—tested, tried and proven.

"The year of 1912 will show a wonderful increase in the use of trucks throughout the greatest business centers. And largely because business men realize that trucks have indeed 'arrived'; that they can buy an article that will give service for years. This confidence is based on the installation of gas and electric trucks by the great business interests and by the department stores. Proof is not wanting of the satisfactory results every truck owner is receiving if he is giving the machines proper care and having them intelligently driven and cared for.

"Thousands of trucks of all sizes have already been ordered for early spring deliveries and this number will be doubled during the show because business men will have proved to them, as never before, the value of real motor transportation."



At the Truck Show

you will find *only one* company exhibiting both gasoline and electric trucks

GENERAL MOTORS TRUCK COMPANY

There is a wealth of significance in this to the merchant with a transportation problem to solve. See the G M C exhibits: At the Mechanics Building Truck Show, Spaces 105, 106, 107, 108 and 109.

Transportation of merchandise is a subject too broad to be covered by any one type or model or design of motor truck—too big even to be answered by any one motive power.

This company is in business to furnish mechanical transportation equipment. There is a field for the electric truck and a field for the gasoline truck. Very frequently the need for both exists in the same business.

The manufacturer of both electric and gasoline trucks is the only one capable of rendering impartial advice to the prospective purchaser.

Every business with a delivery or haulage problem must come sooner or later to motor trucks. The important thing is the selection to fit individual needs.

A wise selection of a truck cannot be made without due consideration of the company producing it.

No transaction between manufacturer and purchaser can end with the sale of the truck—to the satisfaction of the purchaser.

After the sale must come service. The right kind of service implies solidity—permanence and large resources of the manufacturer.

Such a concern is General Motors Truck Company, backed by the financial strength, engineering resources and prestige of General Motors Company.

We will make an analysis of your delivery problem without charge or obligation.

GENERAL MOTORS TRUCK COMPANY

DETROIT, MICHIGAN

Boston Branch, 753 Boylston Street

MOTOR TRUCK EXHIBITORS

Name	Space No.	Name	Space No.
Acheson Graphite Co.	334	Lippard-Stewart Motor Car Co.	13
Adams & Co., J. Q.	335	Locomobile Co. of America	15
Air Shock Absorber, The	336	Lodley Motor Co.	19
Alax-Greif, Rubber Co.	337	Lansden Co., The	127
American Technical Society	338	Lath-Juergens Motor Car Co.	137
American Locomotive Co.	110-111	Laut-Moss Co.	338
Ames Auto Jack Truck	339	Mack Motor Truck Co.	228-235 inclusive
Anderson Vehicle Co.	340	Mack Motor Truck Co.	254-255-256
Argo Electric Vehicle Co.	341	MacAlmud, J. H.	6
Aristos Co., The	342	McCreary, Lewis S.	226-227
Atlas Chain Co.	343	Mais Motor Truck Co.	329-330
Atterbury Motor Truck Co.	132-133	Marburg Bros., Inc.	308
Autocar Co.	344	McIntyre Co., W. H.	347
Baker Motor Vehicle Co., The	137-138-139	Mercury Manufacturing Co.	347
Baldwin Chain Manufacturing Co.	345	Milbury Steel Foundry Co.	350
Bennet & Co., P. G. H.	346	Mobile Bn., The	441
Born-Seymour Co.	347	Moore-Smith Co.	301-302
Boston Motor Co.	348	Mora Power Wagon Co.	149
Boyd Motor Wagon Co.	24-25-26-29	Morgan Motor Truck Co.	21
Bowser & Co., Inc., S. F.	349	Morgan & Wright	436
Bucklin & Co., Walter S.	440	Mosler & Co., A. R.	438
Butler Motor Co.	108-109	Motor Truck, The	428
Cameron Car Co.	148	Motor Truck, The	445
Chase Motor Truck Co.	339 and 340	Motz Tire & Rubber Co.	355-356
Clark Foundry Co.	341	N. Y. & N. J. Lubricants Co.	554
Class Journal Co.	342	National Carbon Co.	540
Consolidated Rubber Works	343	National Oil & Tel. Co.	360
Cos. Wrench Co.	344	D. H. P. Motor Truck Co., The	30
Columbia Lubricants	345	Packard Motor Car Co. of N. E.	14-18
Commercial Car Journal	346	Pennsylvania Rubber Co.	439
Commercial Vehicle, Inc.	347	Philadelphia Storage Battery Co.	429
Consolidated Rubber Tire Co.	348	Philadelphia Truck Co., The	312-313
Concession	349	Pierce-Arrow Motor Car Co.	16-20
Continental Freight Wheel Co.	121	Poss Motor Co.	31
Coffey & Sons Ship & Engine Building	357	Power Wagon	515
Crane & Co., L. M.	500-AA	Tyrene Co. of N. E.	307
Curtis-Hawkins Co., The	142-143-144-149	Raymond Engineering Co.	344
Davenport, G. Frank	24-25-26-29	Remy Electric Co.	443
Deacatur Motor Car Co.	318-319-320	Reo Motor Car Co.	118-119-120
Deaton Motor Vehicle Co.	322-323-324	Robinson & Son Co., Wm. C.	529
Deane Steam Pump Co.	433	Sawyer Oil Co., Howard B.	442
Diamond Rubber Co.	434		
Dean Electric Co.	435		
Duren & Kendall	436		
Dorton Auto Truck Co.	437		
Detroit Tool Sales Co.	438		
Eckhard Motor Truck Co.	10		
Eastern Motor Truck Co.	100-101-248		
Eastern Motor Truck Co.	249-252-253		
Eldridge, W. E.	121		
Empire Tire & Rubber Co.	431		
Electric Storage Battery Co.	340-341		
Eagle Oil & Supply Co.	359		
Fuller, Alvan T.	1-2		
Firestone Tire & Rubber Co., The	306-307		
Fisk Rubber Co., The	338-339		
Ford Motor Co.	350-351		
Federal Motor Truck Co.	13		
Grabowsky Power Wagon Co.	226-227		
Garford Company, The	26-27		
General Motors Truck Co.	105-106-107		
General Vehicle Co.	108-109		
Gray & Davis	122-123		
G. & J. Rubber Tire Co.	437		
Goodrich Co. of New York, The	341-342		
Goodyear Tire & Rubber Co.	343-345		
Gramm Motor Truck Co.	15		
Horseless Age	513		
Hub Trade News Pub. Co., The	422		
Hanson Bros.	423		
Hartford Rubber Works	436		
Hartford Suspension Co.	405		
Harris Oil Co.	510		
Hoffecker Co., The	522		
Holtzer-Cabot Electric Co., The	500		
International Harvester Co. of America	114		
Ideal Oil Pump & Tank Co.	426		
International Acheson Graphite Co.	534		
Jones Speedometer, The	555		
Kelly Springfield Tire Co.	526-527		
Kelly Motor Truck Co.	100-101		
Keystone Lubricating Co.	412		
Kissel Car Co., New Eng. Branch	120-130		
Knox Automobile Co.	8-12		
Leather Tire Goods Co.	517		
Lee Tire & Rubber Co.	522-523		
Linscott Motor Co.	118-119-120		

TO CUT YOUR TIRE EXPENSE
If Interested, Write for Them
PREMIER SALES CO.
ST. LOUIS.

FIVE WEEK-END RUNS
INDIANAPOLIS, Ind.—A series of five week-end runs, the initial run to be made about June 1, is being arranged by the Hoosier Motor Club, which expects to have a busy season. These runs, which are to be purely social in nature, are to be to Brookville, Mud-lavia Springs, French Lick, Lake Manitou and Madison. The club will try to have Indianapolis made the starting point for the A. A. A. reliability, the four-states run for Indiana-made cars and for the Tri-City Club run in which the Wolverine Club, Detroit, the Chicago Motor Club and the Hoosier Motor Club will participate.

FITTING WHISTLES TO EXHAUST
Almost any sort of a whistle may be fitted to an exhaust pipe. The size does not matter much. Many of the horns now used are only organ pipes of various sizes. In using the whistle be sure you get one which is well proportioned so that it will not require a very high pressure, otherwise you will find it will not sound.

WORM-GEAR DRIVE IS PIERCE-ARROW TRUCK FEATURE

Flexible Carbo-Manganese Steel Frame Also Attraction at Pierce Exhibit—Stripped Chassis Shown

In that the worm drive and the flexible frame are used in all the models shown, the Pierce-Arrow exhibit is unlike most other trucks shown this week at Mechanics building. The makers of the Pierce-Arrow claim for the worm gear drive a much higher relative efficiency than is possible with chains and sprockets, as well as its being very durable and absolutely silent in its operation. The worm gear drive requires replenishment of lubrication at the end of approximately 5000 miles or about every six months.

What is creating a great deal of interest among the engineers is the exposed worm gear shown at the Pierce-Arrow exhibit. This presents a splendid

opportunity for observing the worm and wheel and shaft in its entire assembly.

The frame used on all Pierce-Arrow trucks is cold rolled special carbon manganese steel of channel section design, and it has caused a construction of quality that will readily absorb the vibration and jar caused by road work. The flexible frame causes the vital parts of the entire mechanism to ride very easily, adding to the life of the whole truck.

Aside from the exposed worm gear drive and the stripped show chassis, the Pierce-Arrow shows a winged-gate body, also a three-yard sand and gravel dump body. These bodies are built entirely of pressed steel and have the advantage of being very strong and durable, to say nothing of their very handsome appearance and design. The color is baked on to the metal, thus assuring long continued wear so far as the finish of the truck is concerned.

CARNATIONS GIVEN J. G. WAITE

At the quarterly convocation of the Grand R. A. chapter of Massachusetts, held last evening in the Masonic Temple, J. Gilman Waite, the grand secretary, was the recipient of 75 carnations in token of his anniversary.

W. T. WHITE SAYS MOTOR IN FRONT OF DRIVER IS BEST

Claims That Weight Should Be Borne by Rear Not Front Axle—Steering Gear One Reason

A great deal has been said on both sides of the question of where to place the motor in a commercial vehicle, says Windsor T. White. Advocates of the engine-under-the-driver design claim that by this construction the load is more evenly distributed on all four wheels. This seems to Mr. White to be a big mistake, however. He says that as the steering mechanism of a truck is situated on the front axle, it should not be subjected to any more weight than is absolutely necessary, both from the standpoint of wear and that of control in driving.

The greater the percentage of the load that rests on the front wheels, the more difficult they are to turn easily, and the more wear there is on the moving parts—and on the tires. On the other hand, the rear axle is built solid, there are no moving parts such as axle spindles and steering knuckles, and as the rear axle is constructed to carry the load, that is where it belongs.

Another point that should be considered carefully is traction. When the going is such that the tires can get very little grip on the road surface, the driving wheels of a truck which has its load distributed between the front and rear axles will start to spin long before the driving wheels of a truck which carries the greatest part of the load on the rear axle. The traction obtained is in direct proportion to the load carried by the driving wheels.

A motor truck test such as those which were held in San Francisco recently shows that a truck of the White type can haul its load over roads where a truck of the other type can make no headway whatsoever.

Another thing to be considered in this regard is the feature of accessibility. Where the motor is conveniently located under the hood in front of the dash, it can be inspected quickly and easily, and this feature of accessibility and consequent saving of time is a very important one.

"KOEHLER COMMERCIAL CAR"

"Built in Newark, N. J."



F. O. B. FACTORY

4 BODY TYPES AT PROPORTIONATE PRICES

In panel side, canvas side, express and open flare-board types. A radical departure from present truck construction. A solution of the displacement of the horse drawn vehicle for all commercial purposes.

MAIN SALES OFFICES, 1709 B'DWAY, NEW YORK, N. Y.

THE KOEHLER CO.

1072 Boylston St., Boston

SPACES 151-152 Boston Commercial Vehicle Show

22-24 H. P.

ULTIMATELY YOUR PURCHASE! WHY NOT NOW?



We invite you to make your headquarters with us, SPACES 131-132-133

"An Atterbury Owner Is Our Best Salesman."
ATTERBURY MOTOR TRUCK CO., Boston, Mass.

World News by Special Correspondents

M. REGNAULT'S TRIP TO MOROCCO IS FIRST PROTECTORATE STEP

After Signing Treaty With Sultan He Will Proceed With Reorganization of Various Public Services

PORT QUESTION UP

(Special to the Monitor)

PARIS.—M. Regnault's trip to Morocco marks the first step towards the practical establishment of France's protectorate there. After signing the protectorate treaty with the Sultan, M. Regnault will immediately proceed with the reorganization of the various public services.

One of the questions that calls for an early solution is that of the port of Casablanca. At present the harbor is not deep enough for large vessels to land, and the docks and adjacent warehouses are greatly in need of repair.

Another matter which requires M. Regnault's attention is the railroad from Marnia to Oudjda. It was started some time ago but has not made the progress it should, owing to mismanagement. Now that France has a freer hand in Moroccan administration, it is believed that a stop will be put to this negligence and delay.

To aid him in his extensive task of reorganization, M. Regnault has taken with him several men who have had a wide experience in North Africa, amongst them M. Bertrand and M. Chambrier. Emmanuel Bertrand spent many years in the French consulate at Cairo where he had ample opportunity of studying the methods of a protectorate and also of gaining thorough knowledge of the Arabian language. M. Boulogne was director of public works at Algiers for some time. M. Choublier was in charge of the law course at the French college at Cairo, and has a wide understanding of Muhammadan law. These men will form the nucleus of the administration which will henceforth direct Moroccan affairs.

BRISTOL UNIVERSITY CHANCELLOR FAVORS BUSINESS TRAINING

(Special to the Monitor)

BRISTOL, England.—Sir Isambard Owen, vice-chancellor of Bristol University, is desirous that this, one of the latest of modern English seats of learning should be of serious practical utility to the actual industry of commerce. Many years ago he endeavored to urge in connection with another university that it should take up the subject of commercial science to be taught as a part of a liberal education.

The surprise is that any one who studies the requirements of the present day and realizes how our commercial prosperity is interwoven into the very heart of our national life should ever have had any other wish than that desired by the worthy vice-chancellor. In ancient times it probably was possible to get through somehow commercially, and to leave the universities to look after the professions, but in these days of stress and competition an up-to-date university without a commercial department strikes the average business man as moving in the direction of playing Hamlet to the part of the Prince of Denmark left out.

Sir Isambard Owen, however, is alive to the difficulties, for he adds that it is impossible to build bricks into a wall unless they had a foundation to put that wall upon. He lays it down as a principle that university education must be founded on school education and until the universities could receive into their classrooms a supply of students who came up from school after having received a sound and thorough commercial education it would, he fears, be Utopian to expect universities to be of large practical utility in this connection.

Whether it is the work of the universities or the schools of England to inaugurate some system of dealing with commercial education on broad lines is perhaps not so important in the view of the ordinary business man, as is the question of really getting to close quarters with the subject so that a start may be made on more practical lines before other countries have forged too far ahead.

COLLEGE IN SUDAN HAS A GOOD YEAR

(Special to the Monitor)

KHARTUM, Sudan.—Mr. Currie, director of education in the Sudan and principal of the Gordon Memorial College, states in the report for 1910 that good progress was made during that year. The income of the college was £24,778 and the expenditure £24,744, the balance remaining over at the end of the year being thus £34.

PAN-ISLAM MOTIVES, CHARGED TO TURKS, DENIED BY EDITOR OF TANIN

Government Has No Thought of Attempting to Turn Muhammadans Against Rulers, Says Djahid Bey

TELLS OF PROGRESS

One of the interesting characters in Turkey, Djahid Bey, editor of the Tanin, was interviewed recently in Constantinople by a special representative of The Christian Science Monitor. One of the features of his remarks was a strong denial of the charges made in the European press that the Young Turks desire to arouse the Muhammadans of all countries to turn against their respective governments. The interview follows.

(Special to the Monitor)

LONDON.—Djahid Bey is the manager of the well known Turkish newspaper, the Tanin. After having said that this well known journalist possesses the intellectual grip, the quickness of perception, and the spontaneity which go to make a successful editor, one may be permitted, perhaps, to add that he is renowned for his directness of speech. Once Djahid Bey has conceived an idea, or grasped a situation, he is apt at times to express himself in language more incisive than diplomatic, a method by no means always pleasing to those who work with him or against him.

Having previously made an appointment, the representative of The Christian Science Monitor called at the office of the Tanin, which is situated in Stamboul. As is the way with newspaper men, Djahid Bey was busy, but none the less pleased to have a talk with a representative of this world-newspaper, in which he took the greatest interest, especially when informed that the international edition was only one of the four editions issued during the course of the day. The free advertisement columns were also a source of great surprise and satisfaction to him, added to which, the policy of the paper appealed to him strongly.

Elections Stir Interest

Asked what he considered would be the outcome of the coming elections in Turkey, Djahid Bey replied: "Preparations are now being made for the elections, which will take place in about two months, with the result that the Party of Union and Progress will undoubtedly increase their majority."

"You may," he continued, "be surprised at the apparent absence of signs of electioneering in Constantinople; but this does not mean that the people do not take an interest in what is happening. On the contrary, every one is taking the greatest interest. We are, however, a quiet people, and you cannot judge merely from the outward appearance of things. You will perhaps be surprised to learn that the Party of Union and Progress possesses no fewer than 20 clubs and that at these clubs political meetings are held every evening when addresses are delivered by various deputies and members of the party."

"These meetings are also open to the public, and at a meeting which I attended yesterday some members of the opposition even were present; but there was not the slightest disturbance. The Ottoman race is very quiet and reserved, it does not easily get excited, and is not given to sudden outbursts of feeling. For instance, the day on which war was declared there was nothing to show that anything unusual had occurred. Again, when our war vessels were destroyed, there was no violent outburst of feeling, no processions, no manifestation of public feeling such as so frequently occurs in other countries."

Taxpayers Enfranchised

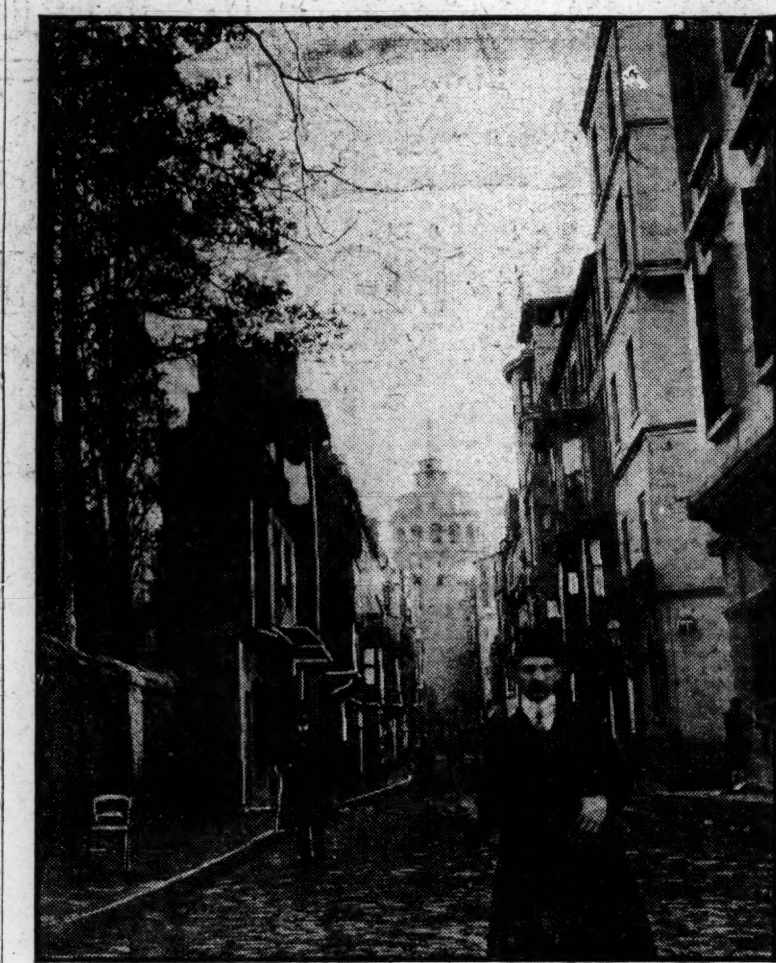
In reply to a question as to what are the qualifications necessary to enable a man to vote in Turkey, Djahid Bey replied, "All men of 25 years and over have the right to vote, provided they pay a tax of some sort, however small, such as a house tax, for example, or a tax on servants."

"With regard to the method of election, you do not know, perhaps," he added, "that in Turkey the electors do not vote directly for the deputies. It will also doubtless interest you, therefore, to hear that, although no man is entitled to vote unless he pays a tax, there is nothing to prevent any one serving as a deputy if elected, even if he does not pay any tax. He must, however, be at least 30 years of age."

Referring to the question of the press in Turkey, he explained that the press in Turkey was very poor, "although," he added, "it will most certainly improve under the vastly better conditions which have existed since the establishment of the constitution."

The conversation then naturally drifted to the Tanin itself, of which Djahid Bey explained about 20,000 copies were circulated daily. "That is," he explained, "the average circulation, for sometimes it is more and sometimes less. During the first days of the war, for instance, the circulation went up to 30,000."

The press law in Turkey having been referred to in several journals recently,



Typical street scene in Constantinople, showing Galata tower in the distance



DJAHID BEY
Manager of the Tanin, Turkish newspaper

Djahid Bey explained that the press was perfectly free and not restricted in any way, so long, of course, as the bounds of respectable journalism were not passed. "In Turkey," he added, "we have practically the same laws governing the press as they have in France."

"What," it was asked, "is the object of the new press law which is shortly to be discussed in the Chamber?"

"It does not," he replied, "really amount to a new law, but rather to an amendment of the existing law. At present there is nothing to prevent any one from publishing a paper, and since, as you of course know, the power of the press is enormous, an amendment is being introduced to prevent any abuse of this power, and in future a guarantee will be demanded from any one desirous of establishing a newspaper, in order that there may be some proof that the paper to be published will be used only for legitimate and respectable purposes, and not for such a purpose as damaging or attempting to damage, a particular minister or official. Any one who wishes to start a newspaper will therefore be obliged to make a deposit of £7200."

Pan-Islamism Cry Scouted

Of the numerous questions at present engaging the attention of people in Europe, there is perhaps none, it was pointed out, which is of greater interest and importance than the statement, so frequently made, that it is the intention of the Young Turk party to Turkify the people or, in other words, to advocate Pan-Islamism.

"Yes, I know," answered Djahid Bey, "that is the cry of the European press, but I would like to point out that for six centuries Turkey has respected the languages, customs and religion of the countries forming the Turkish empire. As a matter of fact, to advocate Pan-Islamism would be to go contrary to the teachings of Mahomet."

"It really amounts to this," he continued, "that the Young Turks are supposed to use the Pan-Islamic idea for political purposes. In other words, to put it quite frankly, they are accused of wanting to turn the 40,000 Muhammadans in Russia against the government of the Czar; the 70,000,000 British Muhammadans against England; those in

Algeria against France, and so on. The answer to that is that the Young Turk party have never thought of such a thing, neither are they engaged in the conquest of fresh countries. Take, for example, the case of the Muhammadans in India. Could anything possibly be gained by Turkey if she were to try to turn these people against the British rulers? All Turkey could expect in return would be the anger, not only of England but of the whole of Europe."

"No, those who accuse the Young Turk party of advocating Pan-Islamism are simply showing their ignorance of the actual policy and intentions of the party. I cannot but believe that the suspicion of Europe is merely the outcome of a belief that Pan-Islamism constitutes one of the principal planks in the platform of the committee of union and progress. Turkey waits and hopes for the friendship of England, but England appears to be afraid of Pan-Islamism. It would seem as if England wished Turkey to be sufficiently strong to enable British trade and commerce to be carried on in peace, but not sufficiently strong to do harm. Why not get rid of the idea of Pan-Islamism, and arrange instead an entente between the two countries? The fact is that Turkish politics are not really understood in England, as is proved by that letter addressed to the Sultan and the members of both Chambers."

"There need not be any fear as regards this subject of Pan-Islamism, nor lest the Turkish government should even hope to Turkify the people, for, if under a despotic government no effort was made to follow such a policy, it is scarcely probable that an attempt will be made now that a constitutional government has been established."

Dissensions Explained

"How would you account for the various difficulties, especially from outside sources, the government have encountered since the revolution?" it was asked.

"The explanation is," Djahid Bey said, "that the 'sick man,' despotic Turkey, passed away, whereupon numerous claimants appeared to share the heritage. The claimants I refer to are the Greeks, Bulgarians, Servians and Montenegrins. When Abdul Hamid was deposed, all these countries began to wonder in what way they could benefit themselves; in short, they wanted between them to swallow up Turkey, and in the meantime, the enemies of Turkey were doing all they could by propaganda to foster feelings of discontent. Gradually, however, they realized that they were not meeting with success, and so it became their policy to overthrow the party of union and progress, through whose loyalty and energy their plans had been so successfully frustrated."

"You will remember how no sooner was the yoke of despotism thrown off, Austria annexed Bosnia and Herzegovina, and Bulgaria declared her independence, being unwilling to wait until affairs had become settled in Turkey. Now you see Italy adopting the same tactics. As regards the smaller states, Greece and Bulgaria, they can do nothing against Turkey. They have, therefore, resorted to propaganda, but it will not last long. I am convinced that within 10 years, they will not only have learned that there is no need for them to oppose Turkey, but that they have everything to gain by maintaining proper and friendly relations with her."

Advices Visit to Turkey

In reply to a question as to whether he considered it at all possible for any one to obtain anything like a correct understanding of the situation in the country without visiting it, Djahid Bey

POWERS WARN CRETE IN EFFORT TO QUIET DISSENSION IN ISLAND

Wording of Note to Foreign Consuls May Imply That Turkey Will Be Asked to Regarrison Dependency

PEACE INSISTED ON

(Special to the Monitor)

CANEA, Crete.—The situation in Crete is once more causing trouble. The apparent impossibility of causing the Cretans to accept the status quo is perpetually necessitating the interference of the guaranteeing powers, and the irritation has become so continuous that the foreign consuls have at last intimated to the Cretan government that the powers are determined to maintain the capitulations, and that if the Cretans continue to send deputies to the Greek chamber, to dismiss Muhammadan employees or to penalize Muhammadans in any way, it will be necessary to take such measures as may be deemed imperative to ward off the consequences such acts may be expected to provoke.

The note concludes with the grave declaration that unless the Cretans see to it in governing themselves peaceably and in acting in a way calculated not to endanger the peace of Europe the powers will take action in a direction by no means in conformity with the known aspirations of the Christian inhabitants of the island.

What this threat really implies is uncertain, but it may be permission to the Porte to regarrison the island. What, as has been pointed out in these columns, is the solution of the difficulty the Ottoman government would welcome, is nothing less than the occupation of the island by the United Kingdom. The difficulties in the way of such a step caused by the clauses of the Turkish constitution could be surmounted by Constantinople, but the United Kingdom is in no hurry to assume the responsibility, nor, it is to be suspected, are the other guaranteeing powers at all anxious that the union jack should wave over Crete as well as Cyprus and Malta.

BRITISH SAVINGS HAVE HIGH TOTAL

(Special to the Monitor)

LONDON.—According to the annual report of the chief registrar of Friendly Societies, Friendly Societies in the United Kingdom on Dec. 31, 1909, had a total membership of 19,441,122 and funds to the value of £202,696,856. The number of banking accounts of members of these societies, including accounts in the postoffice savings bank, amounted to 9,785,804, and the deposits to £227,050,934. These figures, it should be mentioned, are exclusive of 3,491,273 accounts of less than £1, which have been dormant five years and upwards, in the postoffice savings bank.

replied, without hesitation, "I know that people who have never been to Constantinople cannot understand the situation in the least. Take, for example, Roumelia and Macedonia. There you have a very mixed population which, until recently, had no national feeling at all. A great number of the people are Turks (Muhammadans), but they are mixed up with Bulgarians and Servians, and are just as willing to call themselves Christians, Muhammadans, or Greeks, as anything else that may best suit them at the moment. The Bulgarian and Greek churches were at one time the same; but since the schism, which occurred some time ago, both states have shown considerable activity in endeavoring to obtain adherents, with the result that conflicts occur from time to time. Roumelia and Macedonia are, of course, part of the Turkish empire, and the people have exactly the same rights as the Turks, and have sent deputies to the chamber ever since the establishment of the constitution."

Cites Nation's Progress

Speaking of the situation generally, Djahid Bey declared that "in spite of anything that might be said, wonderful changes had already been wrought by the party of union and progress. Turkey has now a budget, her first budget. In former times, payments were made so long as there was money available. When there was none, payment ceased, with the result that salaries were frequently left unpaid for long intervals. Since the establishment of the constitution, however, all that has changed; the revenue has increased and the expenses proportionately and with it the taxes have not been raised. Yes, Turkey has entered on a new era and she is rapidly becoming more civilized and the resources of the country will be developed in a manner never attempted before, if only those who should will give her their support."

It was valuable to obtain the opinion of an editor, with a point of view so entirely strange as that of Constantinople, on the subject of The Christian Science Monitor. To find Djahid Bey entirely sympathetic and appreciative of the aim of the paper was naturally encouraging; and the Monitor representative took his leave after a distinctly interesting visit.



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Proved by 17 years of real service

"Leading gasoline trucks of the world"

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JAPANESE ARMS FIND READY SALE IN CHINA DURING THE CIVIL WAR

(Special to the Monitor)

HONGKONG.—Since the outbreak of civil war in China there has been a good deal of what might be called gun running in Chinese waters, and while the powers are pledged to observe neutrality and to enforce it upon their subjects there is no doubt that large consignments of arms and ammunitions have reached both belligerents from outside sources. The usual practice is that either a cruiser or junk meets the steamer bringing the arms and munitions, some little distance from land, and the cargo is transhipped.

One Japanese firm is credited with having sold 50,000 latest model 1909 Japanese rifles, 20,000,000 cartridges, 25 quick firing guns, 12 big field guns, 10,000 shells, and 2000 military revolvers. The amount involved is more than 3,000,000 yen. At first, these sales were conducted with great secrecy, but the transactions are being more openly conducted now that the revolutionaries have gained control of the greater part of the coast.

The ruling of the imperial maritime customs prohibiting the importation of arms cannot be enforced in time of war. The customs authorities are powerless to prevent the revolutionaries importing arms, and there being no authority of the imperial government at Shanghai there is no means of enforcing the order of the imperial government. Some time ago the customs at Shanghai did take possession of some 3,000,000 cartridges and stored them in a godown, but the revolutionaries promptly took them away. They would do the same again if the customs were to seize their arms and ammunitions, and so no interference is attempted.

ASQUITH REPLY IS DISCUSSED BY WOMAN'S UNION

(Special to the Monitor)

LONDON.—When the woman suffrage leaders were arranging for the general protest that has been evident since early in March the Women's Social and Political Union held a meeting at the Pavilion theater, at which Mrs. Pankhurst read the reply which she had received from the prime minister in answer to her letter requesting an interview to discuss the question of the referendum in relation to woman's suffrage.

Mr. Asquith declined to see Mrs. Pankhurst or her colleagues, as his "engagements render it impossible," nor does he think that any good object would be served by such an interview, as he has nothing to add to the statement made to the deputation on the subject of woman's suffrage in November.

Mrs. Pankhurst said that it was clear that the government had every intention of using the referendum against women. Several members of Parliament had undertaken to question the prime minister on the point, and the women suffragists were willing to await the result of their inquiries.

Referring to the abandonment of a further deputation to Mr. Asquith, Miss Christabel Pankhurst remarked that the services of Mrs. Pankhurst were necessary for the big protest and it had not been considered advisable for her to run the risk of imprisonment incurred by trying to get a deputation to the prime minister. He had already told them what the result of such an interview would be.

FRANCO-RUSSIAN COPYRIGHT PACT AID TO AUTHORS

(Special to the Monitor)

PARIS.—The adoption of the Franco-Russian copyright convention marks another step forward in the matter of international equity as regards literary and artistic property.

Russia is one of the few countries that did not adhere to the Berne treaty. This treaty provides that works whose rights are reserved in one country are automatically copyrighted in all of the other signatory countries for the same length of time as native authors and artists.

French books have a very extensive public in Russia and of late years Russian writers, headed by Tolstoi and Tourguenieff, have been widely translated here. The absence of any copyright convention has naturally resulted in great injustice to authors of both countries.

FRANCE TO UNVEIL ENGLISH STATUES

(Special to the Monitor)

CANNES, France.—A statue is to be unveiled here in memory of King Edward, and another at Nice in memory of Queen Victoria early in April. At both ceremonies the French premier, M. Poincare, will preside, whilst the British government will have a naval division at Villefranche for the occasion.

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Real Estate Market News T Wharf Activities Sailings

REAL ESTATE NEWS

All sections of the city continue to fill demands of individual and many small investors in real estate. Hyman Goodowsky has purchased the holdings of M. Esther Glazier to premises 49 Barton street, between Chambers and Everett street, West End, which is a three-story and basement brick building on 1288 square feet of land, valued all told for \$9000, including \$3200 upon the land.

The Franklin Savings Bank has conveyed title of the estate at 44 Village street, near Lucas street, South End, to James Hanlon. It consists of a 2½-story brick house and 973 square feet of land, all taxed for \$3300, of which the land carries \$2100.

James Darling sells his estate at 27 East Canton street, near Harrison avenue, to Eugene J. Sullivan. It consists of a three-story brick residence on 1800 square feet of land, taxed upon \$3800, \$2000 of it being upon the land. Mr. Darling also buys from Henry A. Welch a 3½-story brick residence at 39 East Dedham street, near Harrison avenue, valued for taxation at \$3000. There is a ground area of 1000 square feet that carries \$1800 of the amount. Both properties are in the South End.

Simon J. Gerroir has placed a deed upon record to an improved estate at 26 Piedmont street, near Church street, South End, bought from Lewis G. Smith. The total tax value is \$2200 and \$1700 of this covers the 631 square feet of land, on which is erected a three-story brick house.

Dr. George E. Lathrop, who has been identified with amusement enterprises for some years in Boston, has taken title to the Grand Opera House real estate on Washington street corner of Dover street, South End, and will continue to control its attractions under the present management. The structure is a large brick and steel building, standing on 16,610 square feet of land, and assessed for \$144,000 which includes \$66,400 land value. The deed comes from the Massachusetts Theater Company and has just been placed on record. The price is said to be above the assessment.

SALE IN WEST ROXBURY
The office of Edward H. Wiggins has sold for the Perkins Institution for the Blind a parcel of land on Green street, near Alfred street, Jamaica Plain, containing 6500 square feet, assessed for \$3250. The Quinobquin lodge I. O. O. F. buys to build.

Susan H. Bolton has sold her estate at 40 Lambert street, near Lambert avenue, Roxbury, to Tillie Simon. The improvements are a 3½-story frame residence. The land has 1691 square feet and both are taxed for \$6000, \$1200 being on lot alone.

Luther C. Greenleaf has invested in a large amount of vacant land in Dorchester, taking title from W. Sidney Baker, who sells for himself and acts as trustee for others. A parcel on Upland avenue between Park street and Melville avenue aggregates 36,773 square feet, is assessed for \$3000, and another parcel fronting on Melville avenue near Upland avenue is taxed for \$3000. There are five lots in all.

SUFFOLK REGISTRY TRANSFERS
The following list of property comprises the latest recorded transfers taken from the official report of the Real Estate Exchange:

(By the United Press)

BOSTON (City Proper)
M. Esther Glazier to Hyman Goodowsky, Barton st., q. \$1.
James Darling to Eugene J. Sullivan, E. Canton st., w. \$1.
Abraham Isaacs to Joseph Lieb, Shawmut ave., q. \$1.
Henry A. Welch to James Hanlon, E. Dedham st., q. \$1.
Jacob Saunders to Isaac Goodman, Washington st., q. \$1.
Dorothy P. King, mtgee., to Salem O. Dolloff, East Newton st., d. \$4375.
Salem O. Dolloff to F. Lloyd Millett, East Newton st., q. \$1.
Lewis G. Smith to Simon J. Gerroir, Piedmont st., q. \$1.
Mass. Theater Co. to Mass. to Lloyd E. Lothrop, Washington st., q. \$1.
Abraham Sklar to Bernard L. Gorkfink, Auburn st., Auburn and Chambers sts., q. \$1.
Bernard L. Gorkfink to Rebecca Sklar, Auburn st., Auburn and Chambers sts., q. \$1.

SOUTH BOSTON
William T. Dooley to James Gallagher et ux., Old Harbor st., w. \$1.
Mary H. Balfe to Susie M. Morse, Sixth st., q. \$1.
Susie M. Morse to Edward J. Balfe et al., Sixth st., q. \$1.
Samuel W. Johnson to Thomas F. Quinn, K st. and Columbia rd., q. \$1.
Joseph R. Churchill to Thomas Sewall, Linden pl., 4 lots, q. \$1.

EAST BOSTON
Edmund Bridge, mtgee., to Edmund Bridge, Chelsea st., d. \$2000.
East Boston Co. to George T. Rendle, Cedar and Glendon sts. and Chelsea river, w. \$1.

ROXBURY
Joseph Bon, mtgee., to Joseph Bon, Magistrate and George sts., d. \$200.
George H. Richardson et al. trs. et al. to Boston Consolidated Gas Co., Roxbury st., d. \$1.
Thomas F. Kelley to Kathryn T. Donovan, Newbern st., q. \$1.
Joseph M. Donovan to Thomas F. Kelley, Newbern st., q. \$1.
Edith P. Stone et al. to Joseph Landy et al., Columbus ave., d. \$1.
Susan H. Bolton to Lillie Simon, Lambert st., w. \$1.
Simon K. Greene to Frank L. Woldman, Mt. Pleasant ave., lots, q. \$1.
Frank L. Woldman to Mary E. Smith, Mt. Pleasant ave., q. \$1.

DORCHESTER
W. Sidney Baker et al. trs. to Luther C. Greenleaf, Upland ave., 5 lots, Melville ave., w. \$1.
Patrick J. Mullany to Old Colony Railroad Co., Shawmut Br. R. R., q. \$1.
Francis N. Balch to W. Sidney Baker, Washington and Park sts. and Alpha rd., q. \$1.
Simon Burman to Clarence H. Waldman, Belvoir st., q. \$1.
Marka Harris to Blue Hill Corp., Nightingale st., w. \$1.
Alden L. Walker to Henry McEllan, Randolph rd. and Hollingsworth st., Dor. and Hyde Park, w. \$1.
Henry McEllan to Moses E. Johnson, Randolph rd. and Hollingsworth st., Dor. and Hyde Park, q. \$1.

Moses E. Johnson to Annie L. McEllan, Randolph rd. and Hollingsworth st., 2 lots, Dor. and Hyde Park, q. \$1.
Susie M. Morse to Mary H. Gorkham, Dorchester ave. and Hones st., q. \$1.
Employees Trust Ins. Mtgee. to Oscar E. Pease, Park and Ashland sts., d. \$150.
Oscar E. Pease to Rose G. Maguire, Park and Ashland sts., q. \$1.

WEST ROXBURY
Perkins Institute and Mass. school for the blind to Sewall C. Brackett et al. trs., Green st., q. \$1.
Robert T. Fowler to Joseph F. Gould, Maxwell st., q. \$1.
Walter H. Hagline to Charles H. Molberg, Florence st., q. \$1.

BRIGHTON
Ralph F. Whitehead to Sara T. Leighton, Gardiner st., q. \$1.
Jacob Fisher to Moses Richmond, Washington and Leicester sts., q. \$1.
Moses Richmond to Samuel Sneed et al., same, q. \$1.

WINTHROP
George H. Black to Anna F. Boyden, Court rd., q. \$1.
Henry H. Smith et al. to Edith M. Royle, Prospect and Harbor View sts., w. \$1.

REVERE
Mary H. Cummings to Cora M. Pond, James st. and Vernon ave., q. \$1.
James st. and Vernon ave., q. \$1.
Thornton st., 6 lots, q. \$1.
Susan R. Ronney to Mary E. Lane, West Elizabeth Adams to John L. Murphy, Proctor ave., w. \$1.

BUILDING NOTICES

Permits to construct, alter or repair buildings were posted in the office of the building commissioner of the city of Boston today as printed below. Location, owner, architect and nature of work are named in the order here given:

Saratoga st., 474-476, ward 1, Samuel Lish, S. S. Levy; alter dwelling.
Shelby st., 32-34, ward 1, Samuel Lish, S. S. Levy; brick store and tenements.
Astor st., 55, ward 10, Thomas F. Kearney, Silverman Eng. Co.; brick building.
Sawyer ave., 66-70-72-74, ward 20, William Duff; wood dwellings.
Bennington st., 80, ward 1, J. Enos; alter dwelling.
East Concord st., Albany st. and Stoughton st., 12, Mass. Homeopathic Hospital; fire hospital.
E. Cottage st., 115, ward 16, Romeo Bossi; alter dwelling.
Hyde Park ave., 636, ward 23, James H. Kenney; alter store.
Tolman st., 64, Catherine Kenney; alter dwelling.
Hudson st., 120, ward 7, N. Boabdallah, S. S. Levy; alter dwelling.
Morseland st., 81, ward 21, L. Waldo Smith, C. A. & F. N. Russell; alter dwelling.

MR. ASQUITH HOPES FOR "GOOD NEWS" IN STRIKE SITUATION

(By the United Press)

LONDON—When the conference between the government, the coal operators and the miners took a recess for luncheon Premier Asquith said progress was being made and he was hopeful that he would soon have "good news" to announce.

While the general conference discussed the situation in its widest form a sub-committee of the miners and operators met in an adjoining room to draw up, if possible, a settlement agreement upon which all of the parties could unite.

The premier was determined if possible to force an agreement today in order to head off the introduction of minimum wage legislation, which he does not desire if it can be avoided, because of the general demand that would be sure to arise from other industries for similar action.

(By the United Press)

BERLIN—At Herne today a striker was slain by a policeman. Serious rioting was reported from various places in Prussia, and the military have been ordered to hold themselves in readiness.

At a number of points in Westphalia the police have been driven away from the mines by strikers and much damage done. At Hamborn rioters held the town all night, and it was not until today that order was restored. So far few strike breakers have been secured, as they are apprehensive of violence. A large number of arrests have been made by the police.

NEW YORK—A London message to the New York Herald says that the conference between the government and the strikers and coal mine operators is being continued today. The position is decidedly bright.

The executive committee of the Miners Federation have adopted a resolution recommending the federation to agree to the premier's proposal for a joint conference in the various districts for the settlement of the minimum wage proposals, on the understanding that work is resumed in none of the districts until a national settlement is effected.

Should the federation, as is expected, adopt this recommendation it will be a decided step forward, as a general agreement on a minimum wage is likely to have considerable influence on the obdurate Scotch and Welsh owners.

TUFTS JUNIOR DAY SET FOR MAY 16

MEDFORD, Mass.—Junior day at Tufts College is announced for May 16. The morning will be devoted to the interclass track meet and to the burlesque baseball game between the glee and the mandolin clubs.

The first event in the afternoon will be a variety baseball game between Tufts and Syracuse, followed by a glee club concert on the steps of the Barnum museum. In the evening, the junior play will be presented by a class selected entirely from the members of the junior classes of Tufts and Jackson colleges.

ATLANTIC AND PACIFIC SAILINGS

This schedule is compiled from advance lists, and is subject to change without notice.

Transatlantic Sailings

SAILINGS FROM NEW YORK

*Duke d'Aosta, for Naples.....	March 13
*Mauretania, for Liverpool.....	March 13
*Principe di Piemonte, for Genoa.....	March 13
*Holliv. Oliv. for Copenhagen.....	March 13
*Sant' Anna, for Naples-Marseilles.....	March 13
*Corinthia, for Copenhagen.....	March 13
*La Provence, for Havre.....	March 13
*President Lincoln, for Hamburg.....	March 13
*Chemnitz, for Bremen.....	March 13
*Columbia, for Glasgow.....	March 13
*Finest Irene, for Gibraltar.....	March 13
*Vaderland, for Antwerp.....	March 13
*St. Louis, for Southampton.....	March 13
*Olympic, for London.....	March 13
*Nagasaki, for Havre.....	March 13
*Columbia, for Liverpool.....	March 13
*Rotterdam, for Rotterdam.....	March 13
*Alcega, for Algiers-Trieste.....	March 13
*Lusitania, for Naples-Genoa.....	March 13
*Roma, for Naples.....	March 13
*Ancona, for Liverpool.....	March 13
*Graf Waldersee, for Hamburg.....	March 13
*Perugia, for Naples.....	March 13
*Kursk, for Rotterdam.....	March 13
*California, for Glasgow.....	March 13
*George Washington, for Bremen.....	March 13
*Philadelphia, for Southampton.....	March 13
*Winifreda, for Havre.....	March 13
*Potsdam, for Rotterdam.....	March 13
*Oscar II., for Copenhagen.....	March 13
*Celtic, for Liverpool.....	March 13
*Batavia, for Hamburg.....	March 13
*Iverson, for Gibraltar.....	March 13
*Madonna, for Naples.....	March 13
*Minnetonka, for London.....	March 13
*New York, for Southampton.....	March 13
*Kronland, for Antwerp.....	March 13
*Laurentie, for Liverpool.....	March 13
*Kaiser Albert, for Gibraltar.....	March 13
*Rochambeau, for Havre.....	March 13
*Kais. Aug. Vic. for Hamburg.....	March 13

Sailings from Boston

*Scotian, for Glasgow.....	March 13
*Canopic, for Mediterranean ports.....	March 13
*Meganitic, for Liverpool.....	March 13
*Ionian, for Glasgow.....	March 13
*Saxonia, for Liverpool.....	March 13
*Majestic, for Liverpool.....	March 13
*Lazio, for Mediterranean ports.....	March 13
*Prinz Adalbert, for Hamburg.....	March 13
*Manitou, for Antwerp.....	March 13
*Ancona, for Mediterranean ports.....	March 13
*Havford, for Liverpool.....	March 13
*Marquette, for Antwerp.....	March 13
*Prinz Oskar, for Hamburg.....	March 13

Sailings from Portland

*Dominion, for Liverpool.....	March 13
*Ausonia, for London.....	March 13
*Teutonic, for Liverpool.....	March 13
*Lakia, for Glasgow.....	March 13
*Albania, for London.....	March 13
*Canada, for Liverpool.....	March 13
*Royal Edward, for Bristol.....	March 13

Sailings from St. John

*Lake Manitoba, for Liverpool.....	March 13
*Virginia, for Liverpool.....	March 13
*Campania, for New York.....	March 13
*Canada, for Portland.....	March 13
*Smyrni, for Boston.....	March 13
*Mexico, for Philadelphia.....	March 13
*Empress of Britain, for St. John.....	March 13
*Mauretania, for New York.....	March 13
*Baltic, for New York.....	March 13
*Lake Manitoba, for St. John.....	March 13
*Lusitania, for New York.....	March 13
*Sailings from London.....	March 13
*Minnehaha, for New York.....	March 13
*Minneapota, for New York.....	March 13
*Sailings from Southampton.....	March 13
*Philadelphia, for New York.....	March 13
*Albania, for Portland.....	March 13
*Minnetonka, for New York.....	March 13

FOREIGN MAIL DESPATCHES FOR WEEK ENDING MARCH 15

Mails for:	Conveyed by:	Mail closes:	Supplementary:
Jamaica, via Port Antonio.....	Adm. Schley, Wed., 13, 9:00 a.m.		Adm. Farragut, Wed., 13, 4:00 p.m.
Europe, Egypt, West Asia and East Indies, specially addressed for Great Britain, Ireland, Africa, Australia, and New Zealand.....	La Province, Wed., 13, 9:00 p.m.-10 p.m.		
Great Britain, Ireland, Africa, Egypt, specially addressed for other parts of Europe, West Asia, East Indies and Egypt, via Queenstown and Liverpool.....	Baltic, Wed., 13, 9:00 p.m.-11 p.m.		
Germany, letter mail only (2 cents per ounce), specially addressed for Africa, West Asia and East Indies, via Plymouth, Cherbourg and Hamburg.....	Pres. Lincoln, Wed., 13, 9:00 p.m.-11 p.m.		
Costa Rica, via Port Limon.....	San Jose, Fri., 15, 8:00 a.m.		
Europe, Africa, West Asia and East Indies, specially addressed for Azores and Madeira, via Plymouth and Cherbourg.....	St. Louis, Fri., 15, 9:00 p.m.-10 p.m.		
Madeira, via New York and Funchal.....	Princess Irene, Fri., 15, 9:00 p.m.-11 p.m.		
Newfoundland, St. Pierre, and Miquelon.....	A. W. Perry, Sat., 16, 11:00 a.m.		

TRANS-PACIFIC MAILS FOR WARDEN OVERLAND DAILY

Mails for:	Conveyed by:	Mail closes at:
China, Japan, Korea and the Philippines.....	Steamship.....	Seattle, Mar. 13, 6:00 p.m.
Hawaii.....	Honolulu.....	San Fran., Mar. 15, 6:00 p.m.
China, Japan and Korea, specially addressed for Japan.....	Sado Maru.....	Seattle, Mar. 21, 6:00 p.m.
Hawaii, China, Japan, Korea and the Philippines.....	Emp. of Japan.....	San Fran., Mar. 23, 6:00 p.m.

Supplementary mails to insure forwarding must be dropped in receptacles marked "Foreign." Merchandise for the U. S. postal agent at Shanghai or Japanese parcels cannot be sent via Canada. North Manchuria is forwarded via Russia instead of Japan.

LAWRENCE STRIKE IS OVER AS NEW WAGE SCALE IS ADOPTED

(Continued from page one)

The strikers have insisted for two weeks that the release of these men was one of their demands, and it has been admitted that following the settlement of the strike a way would be found to get the two strike leaders out of jail.

The tide of public opinion appeared to shift to the strikers following the inci-

dent at the depot two weeks ago. On the following Monday Senator Miles Poindester, Republican, from Washington, made a speech in the Senate, declaring that he had made a personal investigation of conditions at Lawrence and charging that the police and officials had denied citizens their common rights.

This was followed by action in the House and also by the opening of an investigation by Dr. Neill, of the department of labor, while Federal District Attorney French of Boston began an inquiry of the depot incident at the direction of Attorney-General Wickham.

The strikers' original demands were a 15 per cent wage increase, double pay for overtime, abolishment of the premium system and no blacklist of persons who had been active in the strike.

Sailings from Glasgow
Caledonia, for New York..... March 16
Hesperian, for Boston..... March 16
Cameronia, for New York..... March 16
Scotian, for Portland..... March 16
Columbia, for New York..... March 16
Gramplan, for Boston..... March 16

Sailings from Hamburg
President Grant, for New York..... March 14
Pensylvania, for New York..... March 21
Prinz Oskar, for Philadelphia..... March 20
Amerika, for New York..... March 28

Sailings from Bremen
Koenigsluise, for New York..... March 16
Kaiser Wilhelm der Grosse, for New York..... March 19
Prinz Friedrich Wilhelm, for New York..... March 23
Neckar, for New York..... March 30

Sailings from Antwerp
Kronland, for New York..... March 16
Clenoune, for Boston..... March 21
Finland, for New York..... March 23
Vaderland, for New York..... March 30

Sailings from Havre
La Touraine, for New York..... March 16
Bochambien, for Tacoma..... March 16
Florida, for New York..... March 23
La Savoie, for New York..... March 23
Hollandia, for New York..... March 23
Niagara, for New York..... March 30

Sailings from Rotterdam
New Amsterdam, for New York..... March 16
Madonna, for New York..... March 23
Byndam, for New York..... March 30

Sailings from Genoa
Verona, for New York..... March 19
Berlin, for New York..... March 21
Saxonia, for New York..... March 23
Sannio, for Boston..... March 26

Sailings from Trieste
Laura, for New York..... March 16
Kaiser Franz Josef I., for New York..... March 30

Sailings from Flume
Saxonia, for New York..... March 19

Sailings from Copenhagen
C. F. Teigen, for New York..... March 14
United States, for New York..... March 21

Trans-Pacific Sailings

WESTBOUND
*Wilhelmina, for Honolulu..... March 13
*Manchuria, for Hongkong..... March 19
*Saxonia, for Hongkong..... March 27
*Chio Maru, for Hongkong..... March 27
*Sierra, for Honolulu..... March 30

Sailings from Seattle
*Minnesota, for Hongkong..... March 16
*Makura, for Sydney..... March 20
*Protestant, for Hongkong..... March 20
*Sado Maru, for Seattle..... March 26
*Lucifer, for Manila..... March 28

Sailings from Tacoma
Protestant, for Hongkong..... March 18
*Panama, for New York..... March 19

Sailings from Vancouver
Makura, for Sydney..... March 20

Sailings from Hongkong
Tenyo Maru, for San Francisco..... March 13
Sierra, for San Francisco..... March 21
Pera, for San Francisco..... March 26
Tamba Maru, for Seattle..... March 26
Canada Maru, for Seattle..... March 30

Sailings from Yokohama
Inaba Maru, for Seattle..... March 13
Mongolia, for San Francisco..... March 13
Tenyo Maru, for San Francisco..... March 13
Mexico Maru, for Tacoma..... March 20
Tenyo Maru, for San Francisco..... March 26
Kamabaru, for Seattle..... March 27

Sailings from Honolulu
Nile, for San Francisco..... Mar. 15
Lurline, for San Francisco..... Mar. 19
Sierra, for San Francisco..... Mar. 23
Mongolia, for San Francisco..... Mar. 23
Wilhelmina, for San Francisco..... Mar. 27
Nippon Maru, for San Francisco..... Mar. 29

Sailings from Sydney
Maitai, for San Francisco..... Mar. 30
*Carries U. S. mail.

JOHN BARRETT URGES BOSTON TO WORK FOR PANAMA CANAL TRADE

(Continued from page one)

tractive to Latin Americans. Let her assume an attitude of welcome to them. Make them feel that they will enjoy themselves here just as much as if they went to New York, Paris or London. Make, in short, Boston popular throughout our sister republics and you will make yourselves powerful in Pan-American trade.

"Last year the 20 Latin American countries conducted a foreign trade with all the world, that is, bought and sold products, valued at \$2,300,000,000. This, in turn, represents an increase of nearly \$1,000,000,000 in the last 10 years. If they can conduct a vast commerce of this kind without the canal, and with the world only half awake to their possibilities, certainly we can conclude that this trade will experience a mighty growth in the next decade.

"The share of the United States in this commerce is not considerable. It is a fallacy to say that the United States is being left in the race by Europe. This country is not as far ahead as it should be, but it is increasing its commerce today in a way that is most encouraging and should inspire you to your best efforts.

"We must bear in mind that there are already a large number of American manufacturers, exporters and importers, especially right here in Boston and New England, who are doing a big trade with Latin America. Particular credit is due them and their example should be an inspiration to others.

"Last year the United States bought and sold with these 20 countries a commerce valued at nearly \$650,000,000, which, in turn, represents an increase of nearly 100 per cent during the last 10 years. I think I indulge in no foolish prediction when I estimate that the total trade of the United States with Latin America this ensuing year will exceed \$700,000,000.

"What does the Panama canal itself directly open to Boston and New England? The vessel that leaves your docks loaded with your manufactured products, on passing through the canal on almost a straight line from Boston, will have before it a comparatively new and undeveloped coast line of 8000 miles reaching from the Mexican-Californian line south to the southern end of Chile, which before it could only reach by a long journey around South America.

"Upon this west coast line debouch 12 of the countries of Central and South America. Last year, without the canal and in their isolated position, they conducted a foreign trade valued at \$400,000,000. This, in turn, represents an increase of nearly 100 per cent during the last decade.

"If, then, the western coast of Latin America without the canal can conduct a trade of \$400,000,000 with an increase of 100 per cent in 10 years, it is safe to predict that this commerce will grow easily to \$1,000,000,000 within 10 or 15 years after the canal is completed. Of this probable increase the United States, because of its nearness and accessibility, should get the major portion, and of that major portion there is no reason why Boston, if she will supplement her harbor improvements with steamship lines and with capable agents of her trade, should not get a worthy share."

ARLINGTON TO SEE WOMAN'S AID SHOW

ARLINGTON, Mass.—Entertainment of the Woman's Aid Association begins this evening with a vaudeville performance in the town hall at 7:45 o'clock. There will be 13 novelties with 40 persons participating.

Among those taking part are William O. Partridge, Jr., the coach; Miss Angela Morgan, poet and writer; Miss Rose Boynton, monologues.

SHIPPING NEWS

With the sailing from Long wharf today of the United Fruit Company's steamship Admiral Schley, Captain Jensen, for Port Antonio, the service between Boston and Jamaica, which was suspended in November, was resumed for the summer. The Schley carried a number of tourists and considerable general cargo. Among the passengers were Mrs. H. L. Wood, Mrs. T. M. Gardner, G. B. Gardner and Mrs. G. B. Gardner of Lynn; Miss Margaret Griffin, W. G. Proctor, Mr. and Mrs. Stanley Joseph and Alfred Oliver of Boston.

Sailing from New York today on the United Fruit Company's steamship Almirante for Jamaica, Panama and Santa Marta, were the following Bostonians: Francis H. Appleton, Jr., Mr. and Mrs. J. H. Kendall, Charles A. Morse, Charles A. Morse, Jr., Miss L. A. Raymond, George S. Reed, James H. Reed, Robert Sargent, G. S. F. Singleton, C. B. Wilcox, John Woodbury, Mrs. Woodbury and Miss M. E. Young. Also on board were F. S. Ward, Mrs. F. S. Webber and Mr. and Mrs. S. M. Greene of Springfield.

At 10:30 a. m. today the Leyland line steamer Cestrian, Captain Thomas, on the way here from Liverpool, was 900 miles east of Boston lights, according to wireless despatches. She is bringing 14 cabin passengers and a large general cargo and although due today will not come in till Saturday afternoon.

On the deck of the steam trawler Swell, Captain Herbert Green, when that vessel arrived at T wharf today, were four big anchors evidently belonging to coasting vessels, in addition to those of the Swell. Last Monday the other trawler struck obstructions four times, and each "haul" revealed an anchor weighing about 600 pounds. The vessel was fishing on Georges shoal and has the

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The Monitor Is the Paper for the Home

FASHIONS AND

FRINGE LIKELY TO BE POPULAR SMART SHIRT WAIST AND SKIRT

Attractive lingerie sets for spring tailored suits

Latter is overlapped at left of the front

EVIDENTLY there are a lot of new ideas in blouses and lingerie frocks. The jabot fronts are much more becoming to a full figure than they were last season, for they are less full and they lie far on the left side. They are also more carefully decorated with embroidered spots and inset of narrow lines of lace.

From a smart designer comes a shirt waist of fine starched linen with a series of bosom tucks in front, with each side bordered by a tiny frill as an edge. The same place shows a silk shirt, most comfortable and practical, made in several colors to match tailored suits. The collar is attached and turns over to be held by link buttons to match those on the cuffs. The garment buttons in front, with large pearl buttons, and there is a tiny handkerchief pocket on one side.

The spring tailored suits are finished by the most attractive lingerie sets, says a New York Tribune writer. One gives an idea for the use of a Spanish lace scarf. The collar made of this lace covers the opening of the coat, passes down the lapels and under the part of the coat held by the three buttons. It falls on the skirt in two ends gathered and finished with tassels. There are turn-up cuffs to match and the buttons are covered with lace embroidery.

On few, almost on none, of the new models do we see the deep square collar of last year; everything is large and round, showing the fichu that is so fashionable on gowns.

The slightly stiffened linen shirt seems to have an important place in the new models. Many of these close on one side, in part, for as a rule the closing line is somewhat broken up. A characteristic idea is a garment closing with four large pearl buttons on the left side running from the bust to the waist; above

this there is a pointed lapel turning over on the right side. Stocks and added cravats are so novel and unusual in shape and material that one can well make them at home, for there is no set style. From the collar may fall five inches of Irish lace held by a tiny bow; this may be broken in the middle with a band of silk matching the bow and the ends trimmed either with a second band or a line of fringe.

Fringe is used on everything, and should be very helpful in bringing a last spring's costume up to date. Almost any kind of a collar and cuff set, whether made of lingerie, heavy braid, embroidery or silk, with some decoration, is desirable, and fringe of cotton, linen or silk, whatever matches the set, can be added to this. Many of the tailored suits not decorated with lingerie sets have the collar and lapels decorated with a wool fringe of the colors woven into the cloth. Fringes are evidently going to be very popular. While it is wise to remodel an old suit with a new idea, it is not always quite so wise to follow a popular idea in ordering a new suit, assuming that it is to be worn for two seasons.

All the new models show short jackets barely covering the hips. Is it wise to cut over a coat of half-length to conform to this fashion? It depends on the cut and shape of the jacket. Few long jackets, like few long skirts, stand a cutting off of their length, which means a cutting off of the fullness and change of shape. The tailor who made the suit is the best adviser on this point. Many women who make a success of economical dressing never touch a well-made suit because its lines have gone out of fashion. They simply put it aside until it seems to meet the modes. Changes of trimming are easy to meet, while changes of line are much more difficult.

WEIGHTS THAT HOLD THE SKIRT

Shot-tape can be bought or made

NOW that dresses are being made without drop skirts, the skirts of crepe meter gowns, of foulards, of voiles and of all such soft and lightweight fabrics have a deep facing of cashmere or albatross the same shade, to give weight and firmness to the material at the lower edge. This facing is about 18 inches wide and is cut the exact shape of the skirt, so that it will fit smoothly and evenly; the gore seams of the facing are stitched together. The facing is stitched on to the lower edge of the skirt, the seam coming on the inside; it is then turned up and basted around the top edge. The turned-in seam at the lower edge, of course, is pressed well with a hot iron.

The best way to finish the upper edge of the facing so that there will be no bulkiness whatever, as there usually is when an edge is turned under, is in the following manner: Stitch a piece of silk binding on to the facing edge, with the binding overlapping; this covers the raw edge of the facing. Then tack the upper edge of the binding in a blind stitch to the skirt, taking a short stitch, then a long one. It is remarkable how much better soft skirts hang when faced in this way.

One of the best labor and time-saving devices in findings for dresses is tape with hooks and eyes sewed on. The shops sell it at 15 cents per yard.

Nearly all the shops carry a weight tape. It is small shot woven in two rows into white tape. There is no difficulty in cutting it and it is easily sewn along the edge of a skirt or a coat, between the material and the facing, or the lining. It costs 12 cents per yard.

However, you can make this new weight yourself. Buy some shot and some silk ribbon binding about a half inch wide and make a casing of two pieces. Measure your skirt all around the lower edge and cut the casing by the measurement, allowing a little more for turning in the ends. Fill the casing with shot, turn the ends under and sew them securely; put the weight on as described above. It is best to measure your coat, skirt or whatever you wish to weight and cut your casing before putting in the shot, says Dress.

An excellent way to sew hooks and

eyes on the placket of a lingerie dress, so that the stitches will not show through the sheer material, is first to sew them on to a straight piece of material, then sew it on to the placket, being careful to take your stitches through the facing of the placket only. This straight piece also keeps the bias cut of a placket from stretching and pulling out of shape. The tape hooks and eyes can be used on dresses of heavier material.

Seams of lingerie dresses may be finished neatly and effectively by setting in narrow lace insertion or hem-stitched heading.

IVORY LACE TUNIC

Shot taffetas make a very pretty frock for the evening. A lovely model was of rose-pink, shot with gold, which appeared to give the silk a soft and downy surface, says the Chicago Inter Ocean. The gown was made with the utmost simplicity, being fashioned in a single straight piece reaching to the feet, while the skirt was cut perfectly round and was guileless of a train. It was completed by one of the new short tunics of ivory lace which formed the corsage, a wreath of tiny pink velvet rosebuds outlining the décolletage above the narrow tucker. This was of drawn tulle, and was not more than an inch in depth.

WORTH KNOWING

For outdoor use a two-candle power electric light enclosed in a frosted glass globe on each gate post or veranda posts will "carry" a long way, lighting the path and giving a cheerful glow to the premises at night at little expense. The switch may be indoors or on the porch.

Run a tuck in the children's new bloomers, for even if the material is shrunk before making up, it will shrink more, and they are so soon outgrown and begin to draw uncomfortably. It is better to have the elastic only half as wide as the casing, and draw it out before washing, as it shrinks considerably.

Pneu Form
The Pneumatic Dress Form

It's You when inflated inside your fitted waist lining. Being a pneumatic form, it reproduces with looking-glass fidelity your exact form with all its imperfections or imperfections. The standard rod can be easily regulated to any desired height for the draping of skirts or entire gowns.

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The Pneumatic Form Co.
557 Fifth Avenue, Near 46th Street - NEW YORK

This little box base holds all

THE smart shirt waist is always wanted, always in demand. This one is distinctly new. It can be cut with shaped edges, as shown on the figure, or with straight hemmed edges, but



the tabs make an important feature essentially chic. In this case made of a striped madras and is with a skirt of wool, but the mo a good one for the shirt waist go well as for separate use.

Both waist and skirt could be of linen or of similar material, waist could be combined with a different skirt, the skirt with a different waist.

The skirt is made in three pieces it is overlapped at the left of the in place of the straight edges, it is curved at the lower edge to give slightly open effect that is much.

The waist is made with the sleeves that make a feature of the son and with the soft turned-over that is so smart and so well liked it includes straight cuffs and overlays.

New waisting materials include interesting variety and the model them all. For a dainty blouse a used handkerchief lawn with a little broderie or with the edges of the scalloped, and for a sturdy waist striped madras illustrated is good, flannels and silks suit the model well. The skirt is a desirable of wool, linen, cotton, silk and all materials that can be made in a style.

For the medium size the waist require 2 1/2 yards of material 27, 2 3/4, 1 1/2 yards 44 inches wide; for skirt will be needed 5 1/2 yards 27 yards 44 or 52; the width at the edge is 2 1/2 yards.

The pattern of the waist, No. cut in sizes from 34 to 42 bust an skirt, No. 7236, in sizes from 22 waist, can be bought at any May ton agency, or will be sent by Address 102 West Thirty-second New York, or Masonic Temple, cago.

TWEED TRAVELING COSTUME

With several points on children's clothes

AMONG the new materials designed for traveling costumes are tweeds that seem heavy enough for the winter season. It is however more in appearance than reality—this tweed. In spite of its rough, coarse weave, this tweed is curiously thin, and held to the light, quite transparent.

In heather shades and all sorts of woody mixtures these materials are turned into costumes of excessive plainness, with an absolute impeccability of cut. The coat, following the general lines of the season, is rather long in the back, rounding directly to the bust, where it fastens under one, two or three buttons, according to the exigencies of the figure. The preferred closing of the skirt is in front or at one side, and a few horn buttons are on both skirt and coat. As far as the outline goes this coat will serve as a model for a handsome calling costume of soft faille silk, grosgrain and satin. But in the case of these materials the edge is often cut in shallow scallops or left straight, to be adorned with the little ruffles, puffings and narrow tucked bands.

The trimmings described are particularly charming—particularly quaint on the gowns of little girls, says the New York Tribune. Imagine a little creature of half a dozen years in a long coat of changeable taffeta in rose color and gray, trimmed with narrow shirred ruffles. Hanging straight from the neck a four-inch, shirred band holds it into a high waist line. The shoulders drop into a long line, finishing in a corded armhole, and through this comes a full sleeve drawn into a close shirred band at the wrist, a similar band trimming the edge

of the hem. The little bonnet worn this garment is as quaintly sweet. Of the same silk, shirred into a form, it ties loosely under the chin with narrow black velvet. The fashions for grown-ups are fully adaptable for children.

Perfectly suitable to a girl in early teens, yet copied exactly in grown worn in a new play not long ago a little frock of silk cashmere in soft shade of cerise. Except for a inch hem on the skirt, turned up the outside, and the buttoned closing the left hip, the skirt is plain. G shirred to a round waist line, it the little bloused corsage under a belt of cerise silk. In this dressy terial the blouse is carried out of lines of an ordinary sailor blouse, ratine covering the collar and straight cuffs that finish the three tier chemise sleeves. On the little gimpie is posed a tiny bow of velvet ribbon.

Taffeta never seemed a suitable terial for women's headgear; for dren it is just the thing, for the tween seasons, shirred and puffed capeline or bonnet form and smart with a big bow of black velvet.

Children's stockings must match gown. When the gown is of no color the last word is to have the of Scotch plaid. They are not mitted to cover the knee, but are fully turned over into a thick roll below them. For evening, slender are dressed in white silk stockings, black varnished leather shoes trim with a tiny bow, encasing a little button.

SEVEN NEW SALADS INVENTED

Delicious compounds by a New York chef

THEY tell you at the hotels that the American diner-out is getting to be more and more of a salad eater, and that tiring of the simpler forms of lettuce and tomatoes he liked to have his roast or his entree followed by some new delicious compound of leaves or vegetables and trimmings. Wherefore it was that a certain noted New York chef who has been devoting his attention to a big bowl, a wooden spoon and various ingredients announced that he has invented seven new salads, says an exchange. Here they are:

Salade Meller—The bowl is lined with lettuce leaves and in it are placed sliced grape fruit, oranges and pineapple. This is covered with a light mayonnaise dressing containing a little whipped cream. Chopped almonds are scattered over this.

Salade d'Orleans—This consists of celery cut in julienne style, with cucumbers, lettuce and fresh mushrooms cut julienne and French dressing.

Salade d'Estrees—Celery, fresh mushrooms and truffles, all julienne, chopped almonds, light mayonnaise dressing containing a little French mustard.

Salade Caroline—Endives placed around the dish, sliced grape fruit and bananas, covered with chopped red and green French peppers, French dressing.

Salade Bon Ton—Lettuce, asparagus, sliced tomatoes, French dressing.

Salade Bysance—Heart of lettuce stuffed with sliced apples and grape fruit; light mayonnaise dressing covered with chopped truffles and parsley.

THREAD IN BAC

When crocheting or knitting delicate colors, you can prevent thread becoming soiled by putting spool into a large envelope and leaving a small opening at one corner for the thread to pass through.

Needlecraft. A large spool or wool may be placed in a paper and the mouth tied, or in a box hole cut in the cover.

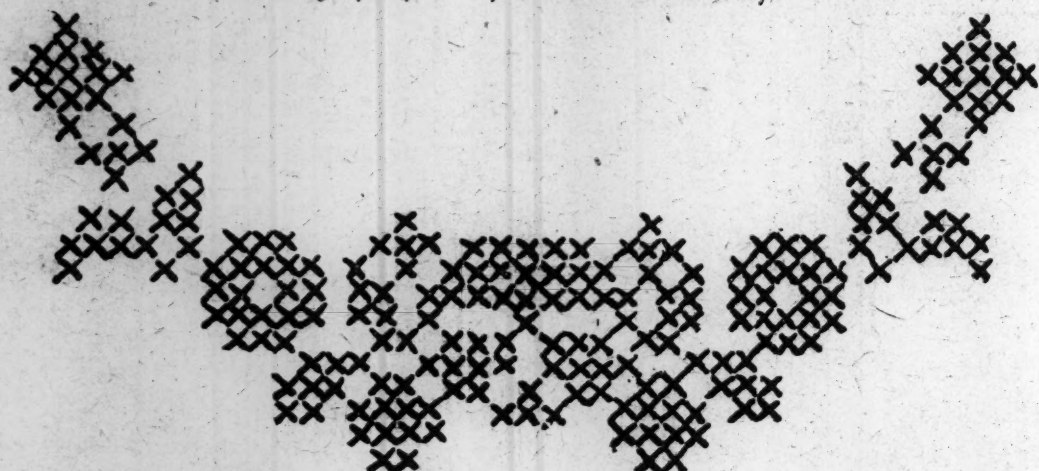
FOR CLOSET-FLOOR

In moving into a new home, no is so economical and satisfactory, the bedroom closet floor as table oil according to Today's Magazine. It is in all colors, is very inexpensive and is purchased to harmonize with carpets and other furnishings. A cloth will wipe it up in a few minutes with little dust, or trouble, and ways looks neat and clean.

THE HOUSEHOLD

SCALLOP DONE IN CROSS STITCH EMBROIDERY

Design for finish of towel or bureau scarf



A SCALLOP in cross stitch makes a charming finish for a towel or bureau scarf. It should be worked in colors, taking care that all the stitches which slant in one direction are done first, then crossed by those which slant in the opposite way, working from left to right. (Repeat the design two or three times to run across the towel). Use mercerized cotton No. 14.

KEEPS SHOES SOFT

Every time patent leather shoes are removed they should be wiped off with a soft piece of old linen or cheese cloth, says the Minneapolis Tribune. Then dip the fingers into sweet oil and rub thoroughly over the shoes, using just a few drops each time. This keeps the leather soft and prevents the cracking so usual in patent leather.

WHY A CHEF GETS \$10,000 A YEAR

Abilities that make him worth that to a hotel

SOME people are still astonished when they hear that a good chef draws a salary of \$10,000 a year. It can easily be shown that a chef who serves a large hotel may easily be worth this sum or more, says an ex-chef in the Minneapolis Tribune.

Many New York hotels are paying from \$10,000 to \$15,000 a year for their chefs.

The good chef must be a naturalist, an economist, a disciplinarian, a butcher, an artist, a sculptor and an epicure.

He is a naturalist because of the intimate knowledge of all kinds of meat animals; birds, both wild and domestic; fish, crustaceans and shell; of fruits, vegetables, spices and condiments.

He must know in what season each kind of food is at its best; in what country or section it is produced.

He must be an anatomist because it is necessary to know the location of every bone and joint in animals, birds and fish which he handles. In some cases small birds, such as quail, have all their bones removed, and this requires a special knowledge of anatomy.

He must be an economist, because on his ability in this way depends the profitability of the hotel. He knows that potatoes, be they ever so cheap, should be peeled with as little waste as possible. A large hotel uses about 50 bushels a day, and the net profits will be increased \$3000 to \$4000 a year by a chef who uses potatoes economically as compared with one who doesn't.

Then there are cases where five dozen eggs will answer the purpose of 10 dozen, provided they are properly handled by the chef, and the dish be in no way impaired. The same principle applies to milk, cream, butter and hun-

dreds of supplies that pass through the cook's hands daily.

He must be a disciplinarian, because the success of the hotel depends upon each man doing his work properly. If a banquet is scheduled for a certain hour, it is impossible for the chef to be overseeing every department at the same time. He must have trained his men to do their work promptly without over-seeing.

This kitchen discipline is vital, for if anything is made ready too soon its attractive appearance and flavor are injured. If it is late, the trouble is equally serious. Each course is prepared by a different department and must be finished on the moment, so that it may be sent to the banqueters without interruption of the scheduled time of service.

The chef in a great hotel has upward of a hundred skilled assistants, with as many more unskilled ones. The skilled include sauce cooks, vegetable cooks, ice cream makers, confectioners, butchers, carvers, salad makers, etc.

The chef must be a butcher, because he must know how to cut up large pieces of meat into steaks, chops, roasts, stews, etc.

In storing foods the good chef knows that raw fish must not come in contact with iron or tin; that butter or milk must be kept in separate compartments, cheese in another and meat in another, and extracts, olive oil and syrup must be kept in a dark, cool place or their delicate flavor will be impaired.

In the preparation of certain sauces including bordelaise and piquante, evaporation plays an important part in producing the necessary flavor. Others, including berraise, hollandaise and mayonnaise, are made by emulsifying the ingredients. If they are not sealed at the proper temperature the cook's work has gone for nothing.

NEW FISH DISHES ARE IN ORDER

Here are some you may not have tried

AT this season fish finds its way to the table more frequently than at any other time of the year, and the housewife has splendid opportunity for trying new fish dishes.

A delicious way of cooking mackerel, favorite in parts of Germany, says the Newark News, is this: Select a good-sized fish and score it across the back. Add two cupfuls of hot water, a spoonful of salt, a sliced onion and two tablespoonfuls of vinegar. Cook it in the oven or on top of the stove for three quarters of an hour. Drain and cook the sauce for a few minutes; add a dozen capers, and pour it over the fish.

Baked shad prepared a little different from the usual is this: A large flat earthenware or enamel dish is buttered, and the shad, split open, is put on it. Take a forcemeat of the roe, some bread crumbs, parsley, bayleaf, thyme, butter and six mushrooms chopped and mixed. Spread the fish with this, sew up and bake it for an hour, basting it with a cupful of stock seasoned with lemon juice, onion and carrot.

Broiled flounder or bluefish is exceedingly tasty prepared after this recipe: Cover the fish—split the bluefish—with a mixture of vinegar, chopped onion, herbs, salt, pepper and olive oil. Set it in a cold place for an hour, turning it often so it will be well marinated. Drain and dip it in fine bread crumbs, then brown and serve with a sauce tartare. The fish may be cut in pieces convenient for serving.

To prepare smelts in this way, large ones should be selected. Clean, dry and remove the backbone from 18 smelts. Stuff each with a forcemeat of bread crumbs, butter, chopped oysters and mushrooms seasoned to taste. Put in

a dish, cover with some chopped onion, the juice of a lemon, a cupful of milk and an ounce of butter. Bake for half an hour. Serve with a border of parsley and drawn butter sauce, to which some lemon has been added.

A simple way to cook herring is this: Clean and split each fish. Let them stand for an hour in olive oil seasoned with a little parsley. Broil over a slow fire, and serve with melted butter, lemon juice and minced parsley. If the fish does not absorb all the olive oil, it will be found delicious for a French dressing.

Herring, cleaned, split and then rolled in cornmeal and fried in salt pork fat are delicious. These should be served garnished with lemon and parsley.

MODES IN BRIEF

For practical separate blouse changeable silks, trimmed with odd buttons, are in good taste. A waist of changeable red and black has tiny green buttons in clusters adorning the sleeves and front.

Wide side jabots are drawn out at the top of their full width and caught with a pin. The newest ones turn to the right and are without fulness.

Revers of satin, faille and some of the new novelty corded silks are much in evidence. Terry cloth, particularly in white, is considered a very smart trimming and is being used in the better class of suits.

Beautiful little silk aprons of changeable taffeta in black or delicate shades of color are both lovely and useful for needlework and little household tasks. These are cut heart-shaped, round or pointed. Today's Magazine.

EARLY BLOOMS

If you cut twigs from the lilac bush and put them at once in hot water, then later keep them in fresh water in a sunny window, the twigs will soon turn green and show leaf long before the bushes outside are even in bud, says the Philadelphia Times. The spice bush will do better yet, for its twigs will bloom in water if kept in a sunny window.

SAVE THE RINDS

All bacon rinds (cut off before cooking the bacon) should be saved and after being carefully washed, stored in a preserve jar, says Today's Magazine. They will be found delicious for seasoning all the spring greens in cooking, imparting a particularly "tasty" flavor and giving an added zest to boiled or fricasseed chicken.

NEAT KITCHEN GIVES COMFORT

Should be well lighted and well ordered

A NEAT, well ordered kitchen will do much to insure the comfort of the family and should be the first thing looked to in the household. The kitchen should be large enough for convenience and airy, with plenty of light, and should be provided with a liberal supply of utensils to simplify and expedite labor. Then again, perfect system should be established and there should be "a place for everything and everything in its place."

A painted floor and painted walls are essential for neatness and cleanliness.

If the house is wired for electricity, there is no place where it will be more desirable than in the kitchen. If one is compelled to be dependent upon kerosene, a large one should be hung on the most convenient side, and one with a reflector is much to be desired.

A set of drawers built into the kitchen wall is a necessary convenience in which to keep a good supply of towels for the roller, for china, for glassware and for the dish mops, or cloth, which should be renewed at regular intervals.

All of the kitchen utensils should be kept immaculate and this will be no hardship if the scouring is done regularly every day, a little at a time, says a writer for the Chicago Inter Ocean.

A potato cut in two will brighten up the kitchen or cooking knives and forks of steel, if it is dipped in brick dust or the fine sooty ashes which are found under the oven or the coal range.

It does not scratch and is fine enough for a silver polish as well.

If tin ware is once put away the least bit damp it will rust and it will be almost impossible to keep it clean after that. The only proper way to care for it is to wipe as dry as possible and then place in the oven until it is warm. To keep the tin covers and pans brightly polished, an old-fashioned method is as follows: Rub them with a damp cloth, then take dry flour and rub on with the hands. Afterwards take a newspaper and thoroughly rub the flour all off, and the tins will shine as brightly as if a scouring powder had been used.

The best thing for cleaning old brass is salt and vinegar, or if you prefer, a good paste is made as follows: Powder rotten stone and mix with soft soap and oil of turpentine to the consistency of putty. This may be put into a tin box and when desired for use, a little of the mixture mixed with water, should be rubbed over the metal and then rubbed dry with a flannel rag, and a beautiful polish will be obtained. The soft soap can be made from the recipe given on the box of almost any good soap powder and oil of turpentine is obtained by leaving a small quantity of liquid turpentine open to the air.

The porcelain and agateware utensils for the kitchen make housekeeping far easier than it used to be. One of the greatest improvements is the round-cornered roasting or dripping pan, made in agate.



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TRIED RECIPES

NEW ENGLAND FISH PIE
FOR this simple but appetizing dish have a pound of cod steak boned and cut into pieces. Roll each piece in slightly salted flour and place in a buttered casserole or baking dish. Season with paprika or white pepper, then add a layer of oysters with their juice. Squeeze a tablespoonful of lemon juice over the layer, and add a slight sprinkling of finely rolled cracker crumbs. Turn in a little water to moisten the mixture, dot with a few bits of butter and bake slowly for 20 minutes. Have in readiness some hot mashed potatoes well seasoned with cream and butter and spread over the fish like a crust. Brush over with milk or milk mixed with a little egg yolk and brown.

FISH CHOWDER
Bass and cod are the best fish for chowder, but other fish can be used. Clean the fish and cut in slices. Fry a few slices of fat salt pork, then take up and chop. Into the pork fat put a layer of the fish, several bits of the fried pork, a few slices of onion, and salt and pepper to season. Add also pilot biscuit that have been soaked tender in cold water, or some of the ordinary crackers broken in small pieces. Repeat the layers of fish, pork and crackers until all the fish is used. Then turn in enough cold water to cover the whole and simmer from 25 minutes to half an hour. Thicken the gravy with a little blended flour and water, add butter and season, if you wish, with a large spoonful of catsup.

VEGETABLE CHOWDER
Cut three thick slices of salt pork into dice-shaped pieces, and fry a nice brown. Chop three large onions fine, and add to the pork while frying, stirring often so they will not burn. Put six quarts of hot water in a deep agate pot. Put the pork, pork fat and onion in the pot containing the water. Then add one half cup of barley and three large potatoes chopped fine, one teaspoonful of thyme, salt and pepper to taste, one half can of tomatoes, one tablespoonful of lard and five cents' worth of soup greens all chopped fine, with the liquor that comes with them, to the vegetable chowder and boil together.

CLAM FRITTERS
Chop fine two dozen little necks or small, soft clams, strain their liquor into a pint bowl and add enough milk to fill the bowl. Add to the chopped clams one well-beaten egg, and a salt-spoonful each of salt and paprika. Mix well and add to the clam liquor and milk, then add little by little a cupful of flour sifted with a heaping teaspoonful of baking powder. If this does not seem to make the batter stiff enough, add more flour, beating until the batter is light and smooth. Have a small kettle half full of boiling fat, dip a tablespoonful in cold milk. Take up a rounded tablespoonful of the batter, and drop deftly into the fat. Continue until the pot is as full as it can be without crowding. Turn as they rise and color and as soon as a golden brown, take out with a skimmer. Lay on soft brown paper a moment and serve with quartered lemons.—Today's Magazine.

STEAK DISH

A round steak is the cut for this dish, and it should be cut fairly thick—over an inch. Put it on the meat board, and dredge the top with flour. Now pound it hard till the flour disappears. Turn the steak over, dredge that side with flour, and pound until that disappears; repeat the operation, with first one side and then the other, until half a cupful of flour has been used. Put a frying pan on the stove, rub on some suet, and when piping hot, put in the steak and sear it on both sides. Turn in a scant cupful of boiling water and cover tight. Simmer for half an hour. Add more water, if this amount boils away. Season with pepper, salt and butter. The flour in the steak thickens the gravy a little, but it may be thickened more if you like, says the Newark News. This is delicious cooked in a casserole, the steak being cut in pieces convenient for serving after the pounding is completed.

DAINTY SANDWICH

An extremely dainty sandwich that is having a great vogue in one of the New York hotels during the "tea hour" is simply made of alternate slices of buttered white and graham bread with a filling composed of minced olives, watercress and a little mayonnaise dressing, says Today's Magazine. Three pieces of bread are used and the sandwiches are cut in finger lengths.

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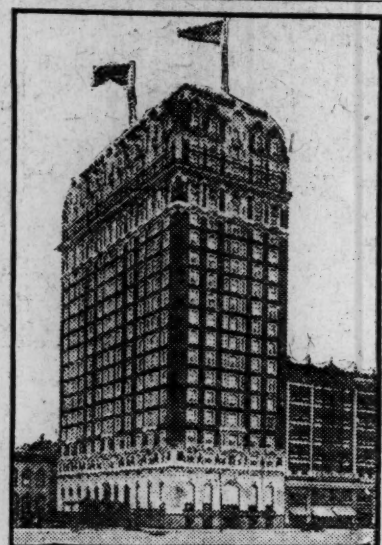
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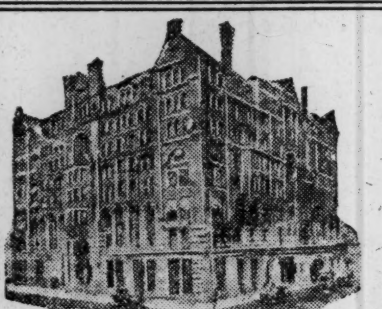
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A legacy of the past.

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A MODERN UP-TO-DATE HOTEL. CENTRALLY LOCATED. ONE AND A HALF BLOCKS FROM RAILWAY STATION.

140 ROOMS } \$1.50 up

35 With Bath } EUROPEAN PLAN.

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Every comfort, unequalled climate, magnificent views, elevator, steam heat, hot and cold water; close in, yet quiet as country home; private phones.

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Commonwealth Av. and Charlesgate East, Boston, Mass.

Its quiet and refined surroundings make it a home of comfort and luxury. Complete equipment for Balls, Banquets and social events of all kinds.

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Rooms, \$2.50 per day and up

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Near Conservatory of Music, Boston Opera House, Symphony Hall

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Under New Management

Back Bay district, adjoining stations of the B. & A., New York Central Lines and N. Y., N. H. & H. R. R. Care paid door to all principal stores and theatres (5 minutes).

European Plan, Cafe, Private Dining Rooms, New Banquet Hall

200 ROOMS 100 BATHS

Single rooms \$1.50, with bath \$1.50-\$2.00.

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Huntington Avenue, Exeter and Blagden Streets, BOSTON

Containing 350 rooms—200 with private baths

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Waterbury Inn, Waterbury, Vermont. Modern in every detail. Open fires, large sunny rooms. All winter sports here. **WILLIAM F. DAVIS.**

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BEACON HILL—Rooms with hot water, shower bath, \$7 to \$9 per week; rooms, private bath, \$10.50 to \$14; transient, \$1 per day and up; temperance hotel.

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European, 75c to \$2.50

American, \$1.75 to \$3.00

Free Auto Bus Meets All Trains

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Newest and Best Hotel on Pacific Coast. Built of Concrete and Steel. Tariff \$1.50 per day and up. Combines all modern attractions.

J. H. HOLMES, Managing Director. (For 10 years Manager Hotel Green, Pasadena.)

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A modern hotel with every luxury and high reputation. The finest outdoor climate in the world and a region of Fruits and Flowers.

Rates, \$3.50 up, American Plan.

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242 POWELL STREET. VERY CENTRAL.

ROOMS WITH DETACHED BATH \$1.00 PER DAY

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221 South Wabash Avenue, (Bet. Jackson & Adams), CHICAGO.

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Chicago's Finest Hotel



RATES:

One Person: Per Day

Room with detached bath \$2 to \$3

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Two Persons: Per Day

Room with detached bath \$3 to \$5

Room with private bath \$5 to \$8

Connecting rooms and suites as desired.

LA SALLE AT MADISON ST., CHICAGO.

PEACE, quiet and beauty blended with perfect hotel service. In the heart of Chicago's best activities. Close to financial, theatre and shopping districts. A place of exclusive atmosphere, which you will enjoy.

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Situated in the finest and most beautiful residential section. Attractive rates for transients.

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Special rates or leases for suites.

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New York's Exclusive Woman's Hotel

29 East 29th Street, Near 5th Avenue

Restaurant and Tea Room for men and women.

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Convenient to subway and cross-town car lines. Center of Theater and Shopping District.

450 rooms with Bath free on each floor. Fireproof. European Plan.

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Michigan Ave., near Beach, Atlantic City

Capacity 250. Greatly improved with new furniture, carpets, new plumbing throughout.

Wholesome food, dainty service, absolute cleanliness, open surroundings. Ideal home for those seeking exceptionally good accommodations at mod. price. Elev. rooms with running water; priv. baths. Open all year. Write for booklet and spec. early season rates. R. J. Osborne & Son.

LAKESIDE, N. J. Located in the Pine Belt. A family hotel notable for a quiet air of domesticity and a homelike atmosphere. Booklet. E. E. Spangenberg, Manager.

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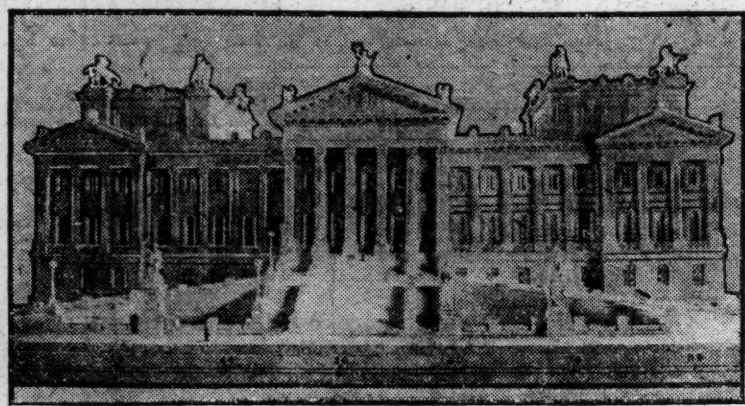
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URUGUAY DRAWING ATTENTION

Plan for National Control of Banking Institutions Watched Closely Elsewhere—
Facts About Little Republic

With the opening of the Panama canal a new era is dawning for the Latin Americas. Already the eyes of the world are centering north and south of the isthmus of Panama. So the Monitor has arranged for a series of special articles, to be published on Wednesdays, presenting glimpses of the remarkable activity which is now bringing the sister republics into the limelight. History is in the making in the western hemisphere, and the present series aims to show the vital elements at work. Today's article, the ninth of the series, deals with Uruguay.



Capitol at Montevideo, Uruguay, cornerstone of which was laid in 1906—Will soon be ready for occupancy

WITH the rather ambiguous title of the Oriental Republic of Uruguay, the nation which lies sandwiched in between Brazil and Argentina is nevertheless as distinctively American as any of the independent states of the western world.

The Uruguayans are continually spending money on public improvements. At the present time the great docks of Montevideo are nearing completion, and when finished there will be no port in America better equipped for handling goods brought to land by ocean carriers.

A recent move that has attracted much attention and is being closely watched by financiers in the United States and Europe is Uruguay's attempt to exercise control over the banking interests of the country. That is, the government purposes, according to accounts, to set up as national banker, and provide for a state monopoly. A message is to be introduced in the Uruguayan Congress shortly, outlining what measures it is proposed to employ; but the private banking interests, naturally, are not looking kindly on what is in store.

It is rumored that prohibitive taxes may be one means whereby the government will gain its end. Whatever may be the expediency, there is no question that few South American countries are so well prepared to assume control of banks where generally outside financiers have been asked to conduct the banking operations.

Uruguayans Described

No more interesting picture of Uruguayan customs and activity has been presented in recent years than the description of the country and the people by M. Georges Clemenceau, the noted French statesman. In his book on "South America Today," M. Clemenceau not only takes the reader into his confidence, but he reveals phases and conditions not usually open to inspection by the casual traveler in the southern hemisphere. Here is a picture rendered by M. Clemenceau apropos of Uruguayan hospitality:

"Among so many kindly hosts I may pick out the youthful minister of foreign affairs, Senor Emilio Barbatoux, whose polished Parisianism made him the mark for all the questions dictated by my ignorance. With unwearied courtesy the statesman, who is perfectly conversant with the French point of view, succeeded in adapting himself to my particular line of vision, and greatly facilitated the too superficial examination I was making by the clearness of his information."

"I was invited to a very French dinner at the Uruguay Club, where I found the greatest comfort combined with French-American luxury, and I was able to study at my ease the pure Latininity of the Uruguayan politician. If I had foreseen these 'travel notes' I should have jotted down on paper some of the speeches to which I listened on my travels, when French culture was eulogized in the highest terms by the natives of these countries, whose future is of such interest to us. It was not till I had left it all behind me that I became conscious of the omission. I can only say that in the Uruguay Club and again in Mme. Sillard's charming home, I found France again, as also in the salons of the French minister at Montevideo."

Customs European

This is striking evidence of the prevalence of European customs in Uruguay and South America generally. The social atmosphere is surcharged with transatlanticism. But in the case of Uruguay there is now a strong effort to bring more of United States activity within that zone, and the railroad construction now under way will help to establish closer relations, as the builders are Americans.

The total trade between Uruguay and the United States amounts to \$10,000,000 a year. The United States exported to that country in one year \$4,000,000 worth of goods, while Uruguay sent to the northern republic raw materials valued at \$6,000,000. Wool, hides, tallow are the principal articles imported from Uruguay by the United States, while to other countries Uruguay sends large quantities of wheat, barley, Indian corn and linseed, in addition to the raw products already mentioned.

Uruguay is slightly larger than New York and West Virginia combined, and has a population of 1,112,000, according to the last census. The country is at peace with its two powerful neighbors, Brazil and Argentina. The internal affairs are now in a satisfactory condition. A year ago Jose Batlle y Ordóñez was inaugurated as President. The year 1910 was somewhat turbulent, and had M. Clemenceau been in Uruguay then he would have had a fine opportunity to

judge the Uruguayan character from a different viewpoint. Politics ran wild, and there were numerous conflicts, between the parties. No serious results have come from the political upheaval, however, and at present the country is free from agitation.

The Livestock Industry

There are some interesting figures available relative to the livestock industry of Uruguay. It is estimated that the republic counts its animals about as follows: Cattle, 8,200,000; sheep, 25,000,000; hogs, 500,000. In 1910 the beef industry took care of almost 900,000 heads of cattle. Tasajo—jerked beef—is a staple of Brazil, Cuba and Porto Rico, and Uruguay sends it to these countries in large consignments.

Volumes might be written about Uruguayan wool and the methods for improving its quality. But besides the ordinary sheep wool, Uruguay is famed for wool obtained from the guanaco, the llama, the vicuña and the alpaca, all of which belong to the camel species of South America.

The history of the country during Spanish domination and subsequent to its war of independence is not dissimilar to the history of all that part of Latin-America. Ownership of the territory was long in dispute between the Spaniards and the Portuguese, the latter then occupying Brazil. The Portuguese, however, finally recognized the independence of the republic, in 1827. But that was the beginning of interneine trouble that lasted for many years, for the two parties, the Blancos and the Colorados, kept up a continual warfare. The Blancos and the Colorados are still the leading parties of Uruguay, but more modern methods of conducting politics are employed. The issues between the factions are now settled more in accordance with civilized usage.

Uruguay at present is completing its link in the Pan-American railway system. While the country is fairly well served with railroads, there is increased demand for lines to penetrate the vast pampas, where the cattle ranches are similar to those of the North American

JOSE BATLLE Y ORDÓÑEZ
The President of Uruguay

West in the height of its grazing affluence. Americans are asked to come to Uruguay and help in its agricultural development. Dr. V. T. Cooke, formerly head of the state experimental station at Cheyenne, Wyo., has been engaged to conduct a number of experimental stations in the southern republic. He will have several well-known American agronomists as his aids.

Business intercourse between Montevideo and Buenos Aires is on a large scale. The two big cities face each other across the wide expanse of the Rio de la Plata. Montevideo is considered a sort of pleasure resort for the wealthy Argentines who consider it the proper thing to spend a certain time of the year on the shores of the neighboring republic.

CUSTOMS REGULATIONS
TRAVELERS SHOULD KNOW

"Passengers on steamers bound for the United States will receive a sheet of paper containing two forms of declaration. The one in black is for citizens of the United States; the one in red for non-residents. The law provides that citizens of the United States may bring in articles valued under \$100, but there are restrictions relating to this which should be carefully noted. The following instructions are taken from the leaflet furnished by the treasury department. If in doubt regarding the meaning of any clause in the declaration or instructions the purser will explain."

Residents of the United States must declare all articles which have been obtained abroad by purchase or otherwise.

Articles taken from the United States and remodeled, repaired, or improved abroad must be declared, and the cost of such remodeling, repairing, or improving must be separately stated.

The following articles are dutiable: Household effects, including books, pictures, furniture, tableware, table linen, bed linen, and other similar articles, unless used abroad by the owner for a period of a year or more.

Goods in the piece. Articles of any nature intended for sale, or for other persons. The following articles are free if under \$100 in value and if necessary for comfort and convenience for the purposes of the journey, and not for sale nor for other persons: Clothing. Toilet articles, such as combs, brushes, soaps, cosmetics, shaving and manicure sets, etc.

Personal adornments, jewelry, etc., and cameras, musical instruments, etc. Clothing and other personal effects taken out of the United States by the passenger if not increased in value or improved in condition while abroad. If increased in value or improved in condition, they are dutiable on the cost of the repairs.

NON-RESIDENTS

Non-residents of the United States are entitled to bring in free of duty, without regard to the \$100 exemption, such articles as are in the nature of wearing apparel, articles of personal adornment, toilet articles, and similar personal effects, necessary and appropriate for their wear and use for the purposes of the journey and present comfort and convenience and which are not intended for other persons or for sale.

VENTILATING ENGINEERS MEET
Massachusetts chapter of the American Society of Heating and Ventilating Engineers met at the Boston City Club Tuesday evening. William G. Snow presided. Special references were made to schoolhouse ventilation. The speakers included F. I. Cooper, vice-president; Capt. Joseph A. Moore, retired deputy chief of the Massachusetts District Police; J. W. H. Myrick and H. W. Whitten.

STATE TO PICK FAIR BUILDINGS
SAN FRANCISCO—Sites for the state buildings for the Panama-Pacific international exposition will be ready for selection on March 14, and every facility then will be placed at the disposal of the state commissions for the assignment and selection of sites for their state buildings.

FRESNO GAS FIXED AT \$1
FRESNO, Cal.—Trustees of Fresno passed an ordinance recently calling for \$1 gas. This ordinance will go into effect on Oct. 1.

MONITORIALS

By NIXON WATERMAN

THE NOMINATION

With Taft and Roosevelt, each one "set" On reaching, first, the much-sought place; The "dark horse" must "get up and get" If he intends to win the race.

THE desire to overcome one's enemies is perhaps as widespread and general as is any other human attribute. History, from its earliest dawn down to the present time has ever been very largely concerned with the accounts of persons and peoples seeking to overcome one another. With the more primitive and less civilized races the means employed to gain such purposes were all based upon strategy and force. The arguments used were very palpable and material ones in the shape of war clubs and spears and lances and tomahawks and bows and arrows. Annihilation rather than reconciliation was the end sought.

Among the uncivilized peoples of the world this mode of overcoming an enemy is still in vogue. And, strange as it may seem, even among some of our so-called civilized peoples, differences between individuals are at times still "settled" by resorting to the duel. This means of adjudication which was once called "the code of honor" has now come to be generally known as the code of dishonor, since men have learned to see that only those who are lacking in the higher attributes of reason and tolerance and sympathetic forgiveness ever willingly resort to arms or to brute force, in treating with their fellows. Perhaps the sentiment set forth in Wordsworth's lines—

"Because the good old rule Sufficeth them, the simple plan, That they should take who have the power, And they should keep who can,"

is as true today as it was in the days of Robin Hood and of Rob Roy, but it is a different kind of power that must be employed these times, in getting and keeping, if the undertaking is to receive the sanction of the better classes and peoples of the world. Indeed, the higher the state of culture and civilization, the

keener is the desire to overcome one's enemies. But today the task of overcoming enemies is not to be prosecuted with implements of warfare.

The great battles of the world are taking place in national and international congresses and parliaments and conventions; in libraries and laboratories and studios. The human voice and not the war bugle is doing most to direct the movements of men. Printer's ink is far more potent than gunpowder. Enemies are no longer to be destroyed or driven away; they are to be conquered by the might of right and reason and won over to the side of justice with the result that two are thereafter fighting for the cause of truth and well being where only one was engaged before. More and more clearly shines the truth in the lines of the poet Longfellow:

"Were half the power that fills the world with terror,
Were half the wealth bestowed on camps and courts,
Given to redeem the human mind from error,
There were no need of arsenals and forts."

TELL me what you read and I will tell you what you are. The printed page of the book or magazine or newspaper has become to the great majority of mankind, a most intimate source of influence. The multiplicity of publications and their small price have served to put them within the reach of all. The almost omnipresent newspaper, with the "up to the minute" news of the world, is nearly always within arm's reach. The spectacle of train loads of men and women going each week day morning and evening, to and from their daily vocations, each reading his or her favorite newspaper, is quite enough to set one to speculating on the influence that is being wielded by "the multitudinous tongues of type." The thought of the tens of thousands of family circles gathered about "the evening lamp," reading the pages of some wholesome book or paper, is most strengthening and reassuring. To think of the same number of persons reading unwholesome and disturbing words is a prospect one does not like to contemplate.

It is reported that the one-time founder of one of America's most successful family papers was passing along a country road one night when he saw the members of a farmer's home circle seated about the evening lamp before an open fireplace. Some one of the number was reading aloud to the others who were present, some of whom were engaged in work with their hands, the character of the tasks being such that they did not interfere with an intelligent harkening to the matter being read. As the passer-by looked in through the window at the picture of domestic peace and happiness he thought what a great power was being wielded by the writer whose lines were being thus read, perhaps not in that home alone, but in many others. At that very moment he was impressed with the tremendous importance of having some one provide a paper fit for the home and the family circle—something good enough to be read aloud to those gathered around the evening lamp. This is the test of clean literature, of clean journalism. Is the book or the newspaper worthy of being read aloud to one's family? If it is unworthy of being read aloud can it by any line of reasoning be deemed worthy of being read to oneself? It is obvious that with all sorts of printed matter at hand from which to pick and select, the man who does not choose the best is at fault with himself. "Tell me what you read and I will tell you what you are."

QUESTION

Will not some one explain
Why the great state of Maine,
With its woods and its valleys so tillable,
Of our states, great and small,
Is the one of them all
With a name that has only one syllable?

BRANCH LIBRARY
WILL BE BUILT

LOS ANGELES, Cal.—Plans for the first of the six branch libraries that are to be erected from the funds subscribed by Andrew Carnegie have been accepted by the Carnegie library commission and the contract for the building will be let immediately following the approval of the plans by the municipal art commission, according to a statement made by the library board recently. It will be located at Vermont square branch and will cost \$35,000.

Two sites recently offered in East Hollywood were rejected and a change was made regarding a site for the East Los Angeles branch, a site at Griffin and North Broadway being given the preference over a site at Avenue Twenty-six and Workman street.

A delegation from Central avenue notified the board that a petition to form an assessment district under the Randall law for the purchase of a library site on Central avenue had been filed with the city clerk. This petition, it is claimed, includes 35 per cent of the property holders of the proposed district.

WEST-POINT BOYS
RECEIVE BIBLES

WEST POINT, N. Y.—Presentation of Bibles to the 90 members of the graduating class in the United States Military Academy, an annual event, took place here Tuesday.

Each cadet received a copy of the Scriptures in the particular version which he selected for himself. The different versions chosen by the cadets were as follows: One Swedish, four French, nine authorized, nine Douay, 30 American revised and 43 Spanish.

NEWS BRIEFS

WATERMELONS PROVE PROFITABLE
BRAWLEY, Cal.—One hundred acres have been planted here to early watermelons by Dr. A. M. Toprahman. Thirty acres last year proved so profitable that the owner decided on an increase.

SEALS CAUGHT IN CHANNEL
SANTA BARBARA, Cal.—Seventeen seals were brought here recently by launches which have been hunting in the channel several weeks. The seals were turned over to Captain Maguire, who will ship them to European countries.

UTAH HAS MODEL ROAD
PROVO, Utah—Work of the state and counties in improving the roads has resulted in the best road from Colton to Duchesne, on the Indian reservation, that the traveling public has ever had the use of in that section.

MARINE CARNIVAL IS PLANNED
SANTA CRUZ, Cal.—Acting on the proposal of Fred Swanton, the Chamber of Commerce is now considering the feasibility of holding a marine pageant and carnival for eight days early in July on the San Leandro river.

SOLID TRAINS TO CROSS COUNTRY
OMAHA, Neb.—The Milwaukee railroad has made a contract with the Harriman lines by which Milwaukee trains will run solid through from Chicago to San Francisco on and after May 1. The new trains are now being built by the Pullman company.

POSTAL RECEIPTS SHOW GAIN
SAN BERNARDINO, Cal.—Postal receipts for the month of February amounted to \$3710, an increase of \$935 over the same month last year. The total for the last 11 months is \$36,961.

SACRAMENTO BANKS GAIN
SACRAMENTO, Cal.—A gain of \$50 per cent in bank business in 22 years is the record of the "Sacramento" banks shown by the clearing house Association's report. The present deposits total \$29,404,600, compared with \$20,050,780 in March, 1911.

SERMONS AND SONGS BY WIRE
SACRAMENTO, Cal.—The Central California Telephone Herald Company, capitalized at \$100,000, filed articles of incorporation recently. The purpose is to operate "central stations" from which "music, songs, recitals, lectures and sermons" will be sent out over telephone wires to subscribers.

STUDENTS SHOW BUILDING PLANS
SAN DIEGO, Cal.—The annual exhibit of the department of agriculture, recently held by the University of California, showed the best plans drawn by students during the year. Among the buildings which the students had planned were a hotel, gateway for world's fair, a custom house and a country villa.

CEDAR BOUGHT FOR LEAD PENCILS
SISSON, Cal.—S. F. Dart, a representative of the Hudson Lumber Company, which owns and operates 10 pencil factories in different parts of the United States, has closed a contract with L. A. Sheldon of this city for the purchase of a large quantity of cedar logs which will be used in the manufacture of pencils at the nearest plant of the company, San Leandro, Cal.

Low One-Way Colonist Fares

March 1 to April 15, 1912

\$33.00 From Chicago
\$32.00 From St. Louis\$33.00 From Chicago
\$32.00 From St. LouisTo California To Pacific Northwest
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Special Colonist Trains de Luxe on which meals will be served in dining cars at popular prices.

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R. D. SMITH HEADS
RAILROAD CLUB

R. D. Smith, superintendent of motive power for the Boston & Albany division of the New York Central, was elected president of the New England Railroad Club Tuesday evening at the annual dinner and meeting of that organization at the American House.

Other officers are Charles E. Lee, general superintendent of the Boston & Maine, vice-president; and Charles W. Shelburne of Boston, treasurer. Mr. Smith is also to be chairman of the executive committee.

FRENCH BONDS AUTHORIZED

(Special to the Monitor)

PARIS, France—The Senate has authorized the issue of f.308,000,000 of 4 per cent redeemable bonds at par. This sum is intended for the state railway system.

POSTOFFICE READY
FOR HEAVY MAIL ON
BELATED MEGANTIC

Special provision is being made by local postal officials to care for the mail on the steamer Megantic, which will be two days late in reaching this port. She was due this morning but will not arrive until Thursday at 10 p. m. and will dock about 8 a. m. Friday.

Eugene A. Reed, superintendent of the mailing department, has arranged to put 10 extra men at the White Star docks to handle the mail which includes 2550 sacks of newspapers and letters and 41 sacks of parcels, the largest mail ever brought to this port. Large vans will be sent to Charlestown where the mail will be sorted and checked. It will then be despatched for its destination.

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Largest S. S. Co. In the World
OVER 400 SHIPS 1,210,000 TONSS. S.
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LONDON—PARIS—HAMBURG

Free, Lincoln, March 14, 3 P. M.
*Graf Waldersee, March 21, 11 A. M.
*Kaiser, April 4, 12 noon
*S. S. MOLKE, April 18, 10 A. M.
*S. S. HAMBURG, May 15, 9 A. M.
*Hamburg direct to London only.

MEDITERRANEAN
Gibraltar, Algiers, Naples, Genoa
S. S. HAMBURG, April 4, 12 noon
S. S. MOLKE, April 18, 10 A. M.
S. S. HAMBURG, May 15, 9 A. M.
*Hamburg direct to London only.

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Cost \$68.50 and up.
Splendid service, large steamships "VICTORIA LUISE," "PRINZ LUIS VIKTOR," "ZEISSIN CECILIE" and "METEOR"

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WEEKLY SAILINGS BY—
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TO Panama, \$75 ROUND TRIP \$142.50

25-DAY CRUISES, \$140
allowing 2 to 3 days on Isthmus.
Optional Shore Excursion.

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Instruction in all music branches

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LOST—Black cat with white throat, wearing leather collar. Liberal reward if returned to BONELLI, 270 Massachusetts Av.

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MADE SHARPER THAN NEW. 24c each. Write for mailing wrapper. P. MacNELL, 189 Congress St., Boston.

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Boston Cat Club Selling Agency
Is prepared to supply a choice selection of Persian or Short-haired Cats and Kittens, for breeders or pets. For information address ESTELLE BRYANT, 36 College Ave., Somerville, Mass.

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Apparel of Quality for Men and Boys, Most Reasonably Priced.

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We have a number of shopworn and Second-hand Pianos, all in good condition, suitable for the above use, which will close out at prices that cannot be duplicated elsewhere. If you need one, call and look them over—it will pay you. Sold on our usual easy terms of payment.

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We have a number of Chickering and other makes of Player Pianos which have just been placed on sale. Some of these are but little shopworn, having been used as demonstrating instruments, others have been in regular use for a short time, and others have come in exchange in part payment for the CHICKERING PLEXTONE PLAYER PIANO. All are in perfect playing condition and are offered at substantial reductions from the prices of new players. Terms arranged to suit purchasers. Correspondence invited.

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Information cheerfully given at our sales-rooms.

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Cross and Crown

This little pendant is simple but choice. We have the neck chains in all lengths and styles. A postal with your name will mean my catalogue.

No. 102
\$3.50

J. C. DERBY, Concord, N. H.

EDUCATE THE BOY OF TODAY CREDIT MEN ADMONISHED

Thomas B. Fitzpatrick, senior member of the first of the Brown, Durrell Company, and Harold Remington of New York, addressed the March meeting and dinner of the Boston Credit Men's Association at Youngs' hotel last evening. Mr. Fitzpatrick took for his subject "The Relations of the Business Man to the Business Boy," and the theme of Mr. Remington's speech was "The Business Man's Work in Bankruptcy Matters."

"If the world is to be served well tomorrow we must educate the boy of today," said the former. "The reins which we as business men will sooner or later lay down will be taken up by the boys perhaps now doing rudimentary work in our places of business."

Mr. Remington said he believed that business associations and trade organizations should select lists of men competent to be bankruptcy receivers, and that such lists should be presented to the court.

The next meeting was assigned for the second Tuesday in April.

BRITAIN'S NAVY ESTIMATES SHOW SLIGHT REDUCTION

NEW YORK—The estimated expenditure on the British navy for the coming year, according to the report of the government laid on the table of the House of Commons, is \$220,427,000, a decrease of \$1,335,500 on the amount spent last year, says a New York Herald London despatch.

The estimates for the current year are disappointing, as there were expectations of a large reduction. That this amount may be considerably exceeded is indicated by Mr. Churchill's statement that the estimates were framed on the assumption that the existing program of the other naval powers would not be increased. In the event of such increase supplementary estimates would be necessary.

The new construction includes four large armored ships, eight light armored cruisers, 20 destroyers and many submarines. The personnel will be increased by 2000 men. On April 1 there will be under construction 10 battleships, six cruisers, eight second class protected cruisers, 31 destroyers and 15 submarines.

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20 and 22 Carver St., Boston.
CASH CONNECTED
Women's Entrance at No. 22
Men's at No. 20. Men at 10 a. m. to 10 p. m. Women, week days 10 a. m. to 10 p. m. Sundays, 12 to 10 p. m.
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HAND-MADE SILVER WARE for gifts and home use; durable, individual, good designs; order-work a specialty; repairing of old silver carefully executed. GEORGE C. GIBBLEIN, 70 Chestnut St., Boston.

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NEW YORK MODISTE will now receive orders at 715 PARKER ST., Roxbury.

WADE CORSETS
MRS. J. M. MORRISON
402 Boylston St., Boston
MADAME MAY & CO.
15 Temple place.
Children's Hair Cutting a Specialty.

CITY OFFICIALS PROTEST CUT IN APPROPRIATIONS

Heads of 10 more city departments appeared before the committee on appropriation Tuesday evening to remonstrate against cuts in their appropriations.

Louis K. Rourke, commissioner of the public works department, explained that he needed \$85,000 for the central office this year, which is \$11,000 more than last year.

Police Commissioner O'Meara said that of the \$200,000 or so apart from the pay of the police he has been able in five years to show a saving of \$18,000, despite increase in wages and cost of material.

Others heard were Charles W. Wooley, sealer of weights and measures; Mannus J. Fish of the public buildings department; William P. Fowler for the overseers of the poor; D. Henry Sullivan, superintendent of public grounds; Robert W. Peabody of the park department; John J. Browne of the registry department; Charles H. Slattery for the treasury department and John E. Gilman for soldiers' relief department.

SPANISH CABINET REFORMED

NEW YORK—The new Spanish cabinet, reconstituted by Senor Canalejas, the premier, is as follows, says a New York Herald message from Madrid: Premier, Senor Canalejas; foreign affairs, Senor Prieto; justice, Senor Miranda; finance, Senor Reverter; interior, Senor Barroso; war, General de Luque; marine, Senor Pidal; public works, Senor Villanueva; public instruction, Duque de Alba.

PORTLAND TAFT LEAGUE FORMED

PORTLAND, Me.—Portland Taft Business Men's League was organized at the Falmouth hotel last evening. Richard Webb presided and F. E. Timberlake announced that the league started with a membership of between 500 and 600, with an additional list of 50 from Biddeford.

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Protect the Top of Your Dining Table
FROM THE HEAT BY USING A

Bunker Hill Asbestos Table Cover

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Everything in Asbestos

Including all kinds of Pipe Covering Material, and will be pleased to furnish men to apply the same. If the steam pipes in your house are not covered, let us show you that you are LOSING MONEY.

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Our price for 2-piece suit—like model—in choice fabrics, made to individual measure and guaranteed perfect in style, fit and workmanship, is

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The largest stock of worsteds and woolsens in the city from which to choose.

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Quimby's Candy Shop

THURSDAY, FRIDAY AND SATURDAY

ONLY 900 POUNDS CHOCOLATE SECONDS, fresh goods, slightly scratched, 2 pounds for 75c. 5-pound box at wholesale price. 5-POUND BOX REGULAR 1.10 5-POUND BOX REGULAR 1.50 50c. CHOCOLATES, regular at 20c. quality, 25 varieties, per pound. BUTTER CUPS, 40c. quality, 25c. per pound. CREAM PUDDING, assorted flavors, 25c. quality, per pound. SALTED PEANUTS, 25c. per pound. CHOCOLATE MARSHMALLOW BROWNIES, 25c. per pound. FREE SAMPLE SPECIAL MAPLE CANDY SALE, 6 varieties, regular 40c. quality, 25c. per pound. GRANULATED SUGAR, to purchasers of candy, per pound, 5c. 81 PORTLAND STREET

Box 91H.

Satisfaction or money back.

CHAS. FRENCH PERRY, BANGOR, ME.

METAL ARTS & CRAFTS CO.

Art Metal and Lighting Made to Order.
SHOPS, 617 JACKSON BLVD., CHICAGO

WATER SUPPLY

No elevated tank to freeze. Plants for COUNTRY HOUSES.
BRANCH, 645 Lexington Ave., Chicago.
FARM-position wanted by 2 high school students during vacation; Illinois or neighboring states preferred. FRANK C. POST, 1402 Jackson St., Chicago.

HOUSEMAN, middle aged, wants position as houseman, porter or window cleaner, or house cleaning by the hour. GEORGE GREENE, gen. del., Minneapolis, Minn.

INVESTIGATOR, experienced, wishes position. W. J. O'BRIEN, 17 North La Salle St., Chicago.

MAN, 36, married, wants employment of kind, grocery, laundry and watch fac- tories. J. H. HANKE, 1512 N. 1st St., Rutledge St., Springfield, Ill.

MECHANICAL ENGINEER, 16 years' general experience, specializing on power plants, would consider reasonable. J. H. HANKE, 1512 N. 1st St., Rutledge St., Springfield, Ill.

PLASTERER, married, first class, best references, wants position; city or country. C. P. DOWNS, 67 6th St., Minneapolis, Minn.

PRINTER-EDITOR, 12 years' experience, good job printer and business man; willing to relocate; references. G. A. PHIPPS, Hartley, Ia.

SALESMAN—Position wanted as salesman for southern Ohio; 20 years' experience. C. W. FLICK & S. N. Jefferson St., Dayton, O.

SALESMAN would like to act as sales agent and distributor for firm or manufacturer in middle West. EDWARD A. MARKS, 1011 N. 1st St., Chicago.

SALESMAN wants position, about 22 years' experience on road; groceries and specialties; jobbing acquaintance in middle West; references. H. C. MATTHEWS, 431 East 4th St., Alton, Ill.

STATIONARY ENGINEER wants position to take charge of steam electric plant; experienced; furnish best references; will relocate; salary negotiable. FRANK J. WELLS, 1814 Lexington Ave., Chicago.

STEAM FITTER wants position, either at trade or any other kind of work; Chicago or Highland Park. WILLIAM LOW, 1714 Highland Park Pk. O., Highland Park, Ill.

TRAVELING SALESMAN for lumber or sash and door company; best references; will go anywhere. B. MARYIN, 6311 Westworth St., Chicago.

TRAVELING FLOUR SALESMAN, with established trade in Kansas and Oklahoma; no experience; 16 years' experience; will relocate. S. W. CLARKE, 105 W. Fifth St., Junction City, Kan.

VALVE, refined, educated, American, 22 years' position or as servant in cultured family; excellent testimonials. H. PERCIVAL LOWMEYER, Hotel Hermitage, Grand Rapids, Mich.

VARNISHER, young man (22), desires position; 3 years' experience; willing and capable of hard work. ARTHUR FELLGER, 1923 Otto St., Chicago.

WATCHMAKER, engraver, jeweler, married, best of references, wishes position central or northern states; 16 years' experience. W. C. BOND, 5115 Sycamore St., Muscatine, Ia.

YOUNG MAN (21), 3 years high school education, 4 years of business experience in jewelry line as clerk and salesman. Address F. V. SPEARS, 1834 N. Park Ave., Chicago.

Softens

stimulates
refresches

LACO Castile cleanses quickly and thoroughly, yet keeps the skin soft and pliable. Gets right down into the pores—lets them "breathe" naturally. Stimulates—leaves a pleasing sense of cleanliness. Guaranteed absolutely pure, highest grade olive oil soap, the best you can buy at any price. A generous cake that fits the hand, in a royal blue box. Get it at your druggist's or grocer's. If he hasn't it, send us 10 cents for full-size cake.

LACO

Castile Soap

6 Cakes 10c 12 Cakes \$1.00

LOCKWOOD BRACKETT & CO., Sole Importers, Boston, Mass.

UDNIT

Wearing Rubbers The Shoe Polish Providence, R.I., does not harm UP or FREEZE. A pair of UDNIT shoes (one pair of shoes one year) (a coating of UDNIT) MANUFACTURED BY UDNIT, 100 N. 1st St., Chicago.

WONT SMUT. Longer time between coatings. So many shoes in one package (equals ten 10c bottles). Price 25c. Box 91H.

Satisfaction or money back.

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FLAVORING EXTRACTS

WHY DO they all say "As good as Sauer's"? SAUER'S PURE FLAVORING EXTRACTS have received thirteen highest American and European awards.

THE CHRISTIAN SCIENCE MONITOR Classified Advertising Columns bring returns. A telephone call to 4330 Back Bay will give you information as to terms.

HOUSEHOLD NEEDS

Folding BATH TUB

Costs little, no plumbing. Little tub, weight 15 lbs. folds into small roll. Full length baths, far better than tubs. Lasts for years. Write for special agents and full description. Robinson Bath Cabinet Co., 732 Jefferson Ave., Toledo, O. Mfg. Co., Toledo, O.

HARDWOOD FLOORS

FINE HARDWOOD FLOORS

ALL KINDS, THIN AND THICK, OLD FLOORS RENOVATED. W. J. DAY & CO., 42 CANAL ST.

HOUSEHOLD NEEDS

7-PIECE COOKING OUTFIT

THE SEVEN-PIECE outfit shown by us is one of the best and biggest offers ever made of its kind; seven pieces of cookware; the low price and great value will surprise you. We invite you to call and investigate this offer. DUNDEE MFG. CO., 46 Chaucery St., Boston, Mass.

AGENTS WANTED

THE PILGRIM EXCHANGE AND CAFE SHOP—Try our goods. 149 Tremont St., room 614, Boston.

SHOE REPAIRING

HUB SHOE REPAIRING CO.
I. P. LARSON, PROP. Practical Shoe Makers and Repairers. Athletic Goods Repaired. First-Class Rubber Work. We will repair and deliver the work. 5 Province St., Boston, Mass. Tel. Main 3551-R.

ALL HAND WORK; satisfaction guaranteed; work called for and delivered. N. E. SHOE REPAIRING CO., 362A Mass. Ave. Tel. B. B. 3556-W.

THE CHRISTIAN SCIENCE MONITOR Classified Advertising Columns bring returns. A telephone call to 4330 Back Bay will give you information as to terms.

Classified Advertisements

For a free advertisement write your "wants" on a separate piece of paper and attach it to blank at top of page 2. Space is not given under this classification to advertisements for persons wanted to handle goods on commission or to advertisements soliciting business patronage.

CENTRAL STATES

HELP WANTED—FEMALE

COOK wanted, experienced, for private family; no duties except cooking; under exceptional circumstances will take married couple husband to act as chauffeur and gardener; references. G. R. BONNER, 340 Spitzer bldg., Toledo, O.

COOK wanted, experienced plain cooking; private family references. JOHN BROWNE MAYO, 2312 Calumet Ave., Chicago.

GENERAL WORK—Reliable woman or girl wanted for general housework; reliability greatest consideration. MRS. CHARLES LA MARCHIE, 408 S. Prospect St., Marion, O.

MAID wanted; neat, willing girl, for housework and assist with waiting baby; good home; night girl. MRS. H. T. SHAFER, 4810 Kenmore Ave., Chicago.

MAID—Wanted, young girl about 18 to assist general housework; good home; wages \$15 month; German preferred; apply by letter. S. G. MCKENZIE, 183 Wabash Ave., Chicago.

TEACHER of shorthand wanted to give instruction evenings; one living on North Lincoln; teaching Gregg system preferred. CARRY ZSCHAL, 1250 Cornelia Ave., Chicago.

WOMAN TO BAKE home-made bread, cakes, pies; home bakery; June 15 to Sept. 15. THREE PINES INN, Frankfort, Mich.

SITUATIONS WANTED—MALE

ARCHITECT or engineers' superintendent wishes position with architect or engineer, as superintendent or draftsman-superintendent; 16 years' experience office and construction work; technical education; experienced reinforced concrete construction, general office work, detailing, fair in design, rendering, heating and drainage systems, estimating and specifications; reliable; references; western states; California preferred. F. O. KIRBY, 613 N. 8th St., 13 Humboldt, Mo.

ASSEMBLER, machinery and other lines, 3 years' experience, 1912, 1913, 1914, for position; references. RICHARD F. ROHLF, 4129 N. Claremont Ave., Chicago.

MOBILE MANUFACTURER, 10 years' practical machinist and experienced executive, desires position in southern California; western states; California preferred. F. O. KIRBY, 613 N. 8th St., 13 Humboldt, Mo.

BOY, 16, wants position of any kind; references. LARRY JOHNSTON, 227 E. 43rd St., Cleveland, O.

CHAUFFEUR, 10 years' experience, married, understands any make of car, good mechanic, first-class references, wishes position. C. ALONSTROM, 646 Wrightwood Ave., Chicago.

CHAUFFEUR—Position wanted as chauffeur; 5 years' experience; South Side preferred; present position not satisfactory; references: HILLIARD, W. E. NICHOLS, 354 Grand Blvd., Chicago.

CHAUFFEUR, experienced auto truck, 1912, 1913, 1914, 1915, 1916, 1917, 1918, 1919, 1920, 1921, 1922, 1923, 1924, 1925, 1926, 1927, 1928, 1929, 1930, 1931, 1932, 1933, 1934, 1935, 1936, 1937, 1938, 1939, 1940, 1941, 1942, 1943, 1944, 1945, 1946, 1947, 1948, 1949, 1950, 1951, 1952, 1953, 1954, 1955, 1956, 1957, 1958, 1959, 1960, 1961, 1962, 1963, 1964, 1965, 1966, 1967, 1968, 1969, 1970, 1971, 1972, 1973, 1974, 1975, 1976, 1977, 1978, 1979, 1980, 1981, 1982, 1983, 1984, 1985, 1986, 1987, 1988, 1989, 1990, 1991, 1992, 1993, 1994, 1995, 1996, 1997, 1998, 1999, 2000, 2001, 2002, 2003, 2004, 2005, 2006, 2007, 2008, 2009, 2010, 2011, 2012, 2013, 2014, 2015, 2016, 2017, 2018, 2019, 2020, 2021, 2022, 2023, 2024, 2025, 2026, 2027, 2028, 2029, 2030, 2031, 2032, 2033, 2034, 2035, 2036, 2037, 2038, 2039, 2040, 2041, 2042, 2043, 2044, 2045, 2046, 2047, 2048, 2049, 2050, 2051, 2052, 2053, 2054, 2055, 2056, 2057, 2058, 2059, 2060, 2061, 2062, 2063, 2064, 2065, 2066, 2067, 2068, 2069, 2070, 2071, 2072, 2073, 2074, 2075, 2076, 2077, 2078, 2079, 2080, 20

Latest Market Reports :: Events of Interest to Investors

TRADE IN WOOL IS AFFECTED BY INDUSTRIAL DIFFICULTIES

Transfers in Small Lots, and Conservatism Is Apparent on the Part of Buyers, in Manufacturing Circles and Among Operators in Primary Markets

Affected by labor difficulties at home and abroad, the wool trade has slowed down, and dealers are a little more anxious about the outlook than they were at the beginning of the year.

The fact is recognized that a great deal depends upon the time it takes to settle the coal strikes in European countries and the complications that have arisen on this side of the Atlantic.

Transfers of wool now are mainly in small lots. The feeling is quite general that it is best to buy only for immediate and urgent needs pending a solution of the apparent difficulties of the situation.

Recent arrivals of import clips have been of good volume, and there is less tension in the market, yet a firm front is maintained by holders of both foreign and domestic stock.

It would take considerable more wool from other countries to swell the amount available here sufficiently to overload the market, unless considerable curtailment of requirements by American mills results from the changes in industrial conditions. With continuation of even a normal demand for raw material, supplies presumably would soon reach a statistical position still more favorable to holders than that which has developed in the past two or three months.

The call for fabrics of all kinds has been sufficiently large in many lines to keep a large percentage of the mills busy for some time to come on both woollen and worsteds. Unless general business becomes seriously affected,

therefore, the outlook promises to remain fairly good for a large wool demand for the year.

Values for the present stay practically unchanged, in view of this aspect of affairs, although the possibility of further imports, aided by a softening of values in other markets, and the near advent of new domestic receipts in larger volume, may alter the status of holdings on this market and induce some concessions.

Prices in primary markets have responded somewhat to the evident determination of representatives of eastern wool merchants not to be led into further speculative buying to any marked extent. Growers are not as they started out to be, and it is believed that the new clip will be moved on a price basis as a whole fairly satisfactory to the purchasers.

Shearing operations are under way as far north as the Yakima valley in Washington. The wool is heavier this year than it was last season and of fair quality generally throughout that section. Growers are said to be asking one and two cents more per pound this year.

Receipts for the year to date in this market total close to 50,000,000 pounds, about equally divided between domestic and foreign arrivals. Shipments are still upward of 10,000,000 pounds in excess of receipts, as considerable stock is moving into manufacturers' hands on orders placed some time ago, despite the slackened current purchasing.

U. S. ENVELOPE'S PROFITS SMALLER IN FISCAL YEAR

Company Has Been Earning Forty Per Cent on Common Stock for Last Two Years—Bonded Debt Is Lower

AVERAGE EARNINGS

The profits of United States Envelope in the fiscal year ending with 1911 were about \$30,000 less than in the year 1910, but depreciation charges were reduced and there was a decrease in interest and sinking fund payments which made the balance for dividends the same as in 1910. For two years the company has been earning at the rate of over 40 per cent a year on its common stock. The accumulation on the preferred has now been cut down to \$7 a share, or \$22.50, and when this is fully paid, some attention will be given to common dividends.

United States Envelope is using its surplus earnings to lower its good will account. In 1910 \$500,000 was charged off for this account and in 1911 over \$200,000 was written off in the same way. The company has reduced its bonded debt about \$200,000 in two years by retiring its debenture bonds and paying off \$100,000 of its first mortgage bonds. These first mortgage bonds have attracted notice as an industrial investment. The interest charges are being earned each year more than seven times.

The net earnings, fixed charges, depreciation charges, surplus for dividends and per cent earned on the common stock since July 1, 1905, have been as follows:

	Net	Fixed	Depre-	Bal. earn-	P. C.
	earn-	charges	ciation	ing	ing
1905	\$662,825	\$205,720	\$108,710	\$348,395	11.5
1906	721,987	207,338	130,065	378,584	15.5
1907	551,388	129,970	102,900	318,518	12.5
1908	642,182	93,620	68,625	480,537	20.1
1909	825,913	52,400	42,783	730,730	14.6
1910	731,970	107,085	307,615	317,270	11.4
1911	722,377	98,091	48,822	575,564	41.6

*Six months; fiscal year changed to end Dec. 31.

During this period of 6½ years, the average surplus for dividends has been \$440,000, or \$177,500 a year for the common stock, equal to nearly 24 per cent on the \$750,000 outstanding. In the six years previous to July 1, 1905, however, the average surplus for dividends was \$264,000 and the preferred dividend when paid in full required \$262,500. The preferred dividend was not paid in full during that period so that the good earnings in the last 6½ years have been devoted to paying in part the accumulation of the lean years, a process that has not yet been completed.

The average net earnings for the six years to July 1, 1905, were \$550,000 and for the period since 1905, an increase of 22½ per cent. By a refunding operation in October, 1908, the fixed charges were reduced, the principal change being the replacing of 6 per cent bonds by a 5 per cent issue and the reduction of the sinking fund requirement from \$75,000 a year to \$50,000.

The average fixed charges to July 1, 1905, were \$200,000 a year and for the 6½ years since reported \$137,000, a decrease of \$63,000 a year or 31½ per cent. This increase in net earnings and decrease in fixed charges made possible the increase in depreciation charges shown above without diminishing the surplus for dividends. The depreciation charges in 1911 were the smallest since 1902.

With the payment of the debenture bonds and the retirement of \$50,000 of the first mortgage bonds each year, fixed charges will gradually decrease in the future.

There was a decrease in working capital in 1911 of \$82,000, accounted for by the retirement of bonds, the actual amount paid off during the year being \$86,000. Working capital since July 1, 1905, has compared as follows:

	July 1—	Current	Current	Working
	assets	liabilities	capital	capital
1905	\$1,409,121	\$227,255	\$1,241,866	
1906	1,201,600	231,965	1,350,335	
1907	1,081,150	137,828	1,218,978	
1908	1,678,890	225,611	1,453,279	
1909	2,000,945	204,245	1,886,400	
1910	2,032,544	321,961	1,710,583	
1911	2,069,801	257,179	1,812,622	
1912	2,087,532	307,615	1,780,517	

On July 1, 1906, there were \$2,194,000 bonds between the assets and the preferred stock. This has now been reduced to \$1,900,000, a decrease of \$294,000. In the same period there has been an increase in working capital of \$370,000, which makes \$660,000 more value behind the preferred stock than on July 1, 1906. It is impossible to tell from the reports what is the valuation of the plants as the item includes good will.

BONDHOLDERS' COMMITTEE NAMED

NEW YORK—Following committee represents interest of bondholders of Kansas City, Mexico & Orient Railway Company: Lord Monson, chairman; Cecil Braithwaite, Harry Bronner, Granville Farquhar, Frederick Hurdle, W. V. King, L. F. Loree, Henry P. McIntosh, T. P. Shonts, George A. Touche and S. D. Wardlaw. Samuel Untermyer will act as counsel and Columbia Trust Company as depository. Statement announcing this committee says it is in no way affiliated with so-called Stilwell interests. A committee to protect interests of the International Construction Company and Union Construction Company stockholders is being formed.

CAR SITUATION IN NORTHWEST UNPRECEDENTED

ST. PAUL—The car situation for this time of year is almost unprecedented in this part of the country. Last week a mill in Minneapolis had to close down for three days on account of shortage of cars to haul its flour to the eastern market. Roads are receiving a large amount of wheat and flour from Canada which, added to the flour which is being produced in enormous quantities at the Minneapolis mills, is severely taxing the roads.

The Soo line alone is receiving about 300 cars a day from Canada, according to officials of that line. The Hill lines are also receiving a large number. The Soo has 19,000 box cars but over 7000 of them are held by foreign lines. Hundreds of cars of other Northwestern lines are in use in the East and South and it is with difficulty that they are headed toward the Northwest to get on to their home tracks.

Although roads receive 35 cents a day for use of cars by other lines, they are worth about \$12 a day to the roads which own them, so traffic men are making strenuous efforts to get possession of them.

Grain is coming from Canadian points in large quantities following the reduction in rates March 7. The elevators of Canada are blocked and much of the grain has been in the open all winter. This will have to be dried before it will be fit for any use and to be dried it must be taken to elevators in Minneapolis, Duluth or farther East. This is adding to the congested condition of the roads.

HARRIMAN LINES IN CALIFORNIA

SAN FRANCISCO—Discussing probability of extension of Southern Pacific's electric service across San Francisco bay or down the peninsula, R. S. Lovett, chairman of Harriman lines' executive committee, said: "We have made no new appropriations for these extensions up to present time. Whether they are contemplated is a question I do not care to discuss."

"There could be no such system of rates on the peninsula as in the transbay system. Rates to Oakland and Berkeley are the lowest in the world for such service. They have been reduced to a point where they are not remunerative."

Southern Pacific established a record for expenditures on new work in the fiscal year 1910. In 1911 the expenditures were still greater. Just what we will do this year is as yet undecided. As far as Harriman lines in California are concerned discussion of extensions and rate changes must come from President Sproule of the Southern Pacific. He is the man who spends the money and it keeps him busy meeting the interest on what is spent."

PLANNING FOR A BIG IRON MERGER

PITTSBURGH—Directors of the La Belle Iron Works Company of Steubenville, O., met to consider a proposition for a merger with the Phillips Sheet and Tin Plate Company, which has 44 mills located in Weirton and Clarksburg, W. Va., and Steubenville, O.

At the conclusion of the meeting announcement was made that the matter had been discussed thoroughly, but final action would not be taken for several days. The capital stock of the La Belle company is \$10,000,000 and of the Phillips company \$2,700,000.

NAVAL STORES

NEW YORK—Turpentine is again firmer, under the influence noted yesterday, and local dealers have further advanced the spot quotation to 52½¢ ex-warehouse.

Rosin—Business continues of only moderate volume, and the market retains a quiet appearance, with the general undertone fairly steady. The New York Commercial quotes: Common \$6.70@6.75, Gen. Sam E \$6.80@6.85, Graded B \$7. D \$7. E, \$7.10, F, \$7.15, G, \$7.25, H, \$7.30, I, \$7.40, J, \$7.50, K, \$7.60, L, \$7.75, M, \$7.85, WG \$9.00, WW \$9.50.

Tar and pitch—Jobbing parcels continuing to find a seasonable consuming outlet and quotations, remain unchanged at \$5.50@5.75 for tar and \$4.42@4.25 for pitch.

SAVANNAH—Spirits turpentine firm at 48½¢. Sales, 160; receipts, 150; exports, 203; stock, 20,713. Rosin firm. Sales, 636; receipts, 901; exports, 406; stock, \$1,764. Prices: WW, \$7.40; WG, \$7.30; H, \$7.30; M, \$7.25; K, \$7.10; I, \$6.90; H, \$6.95; G, \$6.90@6.92½; F, \$6.90@6.92½; E, \$6.85@6.85½; D, \$6.80; B, \$6.75@6.77½.

WILMINGTON—Rosin steady; good, firm, \$5.90. Spirits machine firm at 48¢. Turpentine firm at \$1.90; hard, \$3.50; soft, \$4.50; virgin, \$4.50.

LONDON—Turpentine quiet at 35s 9d. Rosin, American standard quiet at 16s 9d; rosin, American fine, quiet at 18s 9d.

GALVANIZED STEEL PIPE

NEW YORK—The new price card on galvanized steel pipe increases the price slightly, while black pipe remains the same. There is an inquiry in Pittsburgh for six miles of steel pipe for southern delivery. Bids are closed on 73 miles of pipe, ranging from 10-inch to 16-inch, for a Pittsburgh gas company.

PITTSBURGH COAL SUBMITS REPORT FOR FISCAL YEAR

NEW YORK—Pittsburgh Coal Company reports for the year ended Dec. 31: 1911. 1910. 1909.

Net earnings, \$4,044,504 \$4,690,863 \$3,448,205
Res. for depre., 1,565,775 1,678,374 1,625,839
Int. on bonds, 1,088,790 1,056,059 1,012,438
Surplus, 1,391,937 1,965,450 1,809,928
Prof. dividend, 1,353,590 1,353,590
Sur. for year, 38,347 611,860 810,008
P. & L. sur., 8,851,541 8,443,193 7,891,333

Equal to 5.1 per cent on \$27,071,800 cumulative preferred outstanding, on which 36 per cent dividends have accrued. Last year the company earned 8.48 per cent on \$25,156,400 preferred outstanding. After expenses, taxes, interest on subsidiary bonds, etc.

Chairman Taylor says: Tonnage produced and handled was 16,020,675 net tons, a decrease of 1,461,151, or 8.76 per cent.

Tonnage of coke was 567,350, a decrease of 67,988, accounted for by sale of Colonial Coking Tract and ovens to H. C. Frick Coke Company.

Working capital at Dec. 31, 1911, was \$4,306,403, a net increase of \$465,420, chiefly accounted for by unexpected balance of depreciation reserve charges to expense account.

A decrease of \$7,829,929 in coal lands and real estate account comes from estimated sales value of Colonial Coking Tract, royalty exhaustion and property sales received during the year—less purchases of additional real estate and coal rights.

For the first quarter of 1912 tonnage prospects are improved by an increase in demand due to seasonable weather, uncertainty as to date and terms of renewal of the present wage scale contract which expires March 31, and greater activity in the steel industry—but prices so far have not advanced. Should better general business set in, the company is in position to meet any demands likely. Net results will be materially helped by lower interest charges. Based on net earnings of 1911 under its adverse conditions of reduced tonnage, high costs, decreased average selling price, etc., it is believed the current year will show improvement.

ALLIS-CHALMERS REORGANIZATION

NEW YORK—Committees representing security holders of Allis-Chalmers Company came to agreement on all points except one of plan, essentials of which have been published. Adjournment was taken until Monday.

Features of the plan are assessment of \$20 on preferred and \$10 on common, elimination of all fixed charges by giving new preferred with a bonus of common for the \$11,148,000 bonds, new preferred and common stock given in exchange for old, change in management giving control to five voting trustees, and provision of \$5,212,000 working capital from the assessment. To carry out the plan the company must refuse to pay \$275,000 interest on expiration of 90 days of grace on April 1, receiver must be obtained from New Jersey courts and reorganization must be effected while company is in hands of friendly receiver. Meeting on Monday will be final.

ENJOINED FROM HOLDING MEETING

LANSING, Mich.—On petition of Charles M. Turner and other stockholders, Judge Wiest of the Ingham county circuit court granted an order enjoining the stockholders of the Osceola Mining Company from holding their annual meeting March 14.

The petition asserts that many of the stockholders in the Osceola mine are heavily interested in the Calumet & Hecla Company and that if the annual meeting is held at this time the sale of the Osceola property to the Calumet & Hecla, which has been fought through the courts for several months, will be consummated.

It is alleged that the Osceola is estimated by the men promoting the deal to be worth \$12,136,000 when as a matter of fact it is worth over \$15,000,000. Mention is made of the rebuilding of the Osceola stamp mill at a cost of \$245,000 which is charged as a useless expense brought about by the Calumet & Hecla control for the purpose of lessening dividends and reducing the output.

RAILWAY EARNINGS

	January	January	January
	Gross earnings	Net earnings	Operating expenses
PACIFIC COAST COMPANY	\$300,849	\$6,288	\$6,288
From July 1	1,019,400	33,994	33,994
From July 1	4,605,637	302,217	302,217
From July 1	802,014	52,792	52,792
BUFFALO, ROCHESTER & PITTSBURGH	\$188,415	\$13,420	\$13,420
From July 1	6,633,391	92,983	92,983
DENVER & RIO GRANDE	\$378,800	\$6,200	\$6,200
From July 1	1,019,400	33,994	33,994
From July 1	4,605,637	302,217	302,217
From July 1	802,014	52,792	52,792
CENTRAL OF GEORGIA	\$307,400	\$23,100	\$23,100
From July 1	9,891,500	618,400	618,400
COLORADO & SOUTHERN	\$229,861	\$18,457	\$18,457
From July 1	10,146,634	1,564,136	1,564,136
ST. LOUIS SOUTHWESTERN	\$232,000	\$9,000	\$9,000
From July 1	8,544,149	127,630	127,630

SHEET BAR ORDER

NEW YORK—Brier Hill Steel Company has bought 20,000 tons of sheet bars from Youngstown Sheet & Tube Company. This is the first important purchase by the new steel and iron combination.

FURTHER CUT IN ST. PAUL'S DIVIDEND NOT ANTICIPATED

Better Conditions Are Expected to Remove Need of Another Reduction in Rate—Transportation Costs Kept Well in Hand

Little or no surprise was created by the exhibit of operations by the Chicago, Milwaukee & St. Paul Railway Company for January, as the showing coincided pretty closely with forecasts. It is noteworthy that the company was able to hold its net earnings at as high a level as that recorded, although it will be recalled that in January last earnings were at an exceptionally low ebb, owing to the unfavorable weather that prevailed during a considerable portion of the month.

The fact that the St. Paul system in January failed to earn interest charges on outstanding bonds by more than \$500,000 leaves room for some doubt as to whether 5 per cent will be earned on the common stock this year. If conditions improve to the extent that is expected by the management during the remaining months of the fiscal period, there is little doubt that just about 5 per cent will be earned, which will insure against a further reduction in the dividend rate. At any rate, the dividend will not be further reduced, if the crops turn out as well as is now promised and general business picks up to the extent anticipated, even though a full 5 per cent is not earned on the junior issue.

For the seven months ended January 31 last the St. Paul earned a surplus over interest charges of approximately \$6,000,000. This amount is sufficient to make a seven months' dividend on the preferred stock and leave a balance equal to a little more than 1 per cent on the outstanding common stock. No doubt miscellaneous "other income" for the seven months was sufficient to bring this total balance up to, say, 2 per cent on the outstanding common stock for the seven months. It remains to be seen, therefore, whether or not the road will be able to make up the other 3 per cent during the remaining five months yet to be reported. During the half year ended Dec. 31 last just about 2½ per cent was earned on the common stock, so that the dividend declared for that period was within the earnings available for that issue.

It will be recalled that President Earl recently expressed himself as optimistic with regard to future business and conditions in the Northwest and looks for a good volume of earnings during the remaining months of the present year. From other sources it is learned that there has been a distinct revival of business in the Northwest and no doubt just as soon as the weather assumes more normal conditions this development will be prominently reflected in railroad earnings throughout that section of the country.

In January freight earnings of the St. Paul proper fell off about \$401,700 and passenger revenues dropped \$104,400. On account of the extremely severe weather during January it cost the company \$7.83 per cent of gross revenues to operate, a decrease of 0.49 per cent from the corresponding month a year ago. Including taxes the ratio of expenses to gross for the period was 93.72 per cent, an increase of 0.62 per cent over last year.

The fact that the St. Paul's net earnings decreased only \$35,274 for January in the face of a gross loss of over \$480,000 is a good testimonial of what was achieved in the operating department, especially as considerably more than half of the expense saving was through the medium of lower transportation costs. For the seven months ended Jan. 31 last nearly all the expense reduction was in transportation costs, there having been a very small curtailment in maintenance outlays.

The following table shows the changes in earnings and expenses by the St. Paul proper for January and the seven months ended Jan. 31 last in comparison with the same periods a year ago:

	January, 1912	January, 1911	7 mos. 1912	7 mos. 1911
Gross oper. revenue	\$180,275	\$180,275	\$1,580,116	\$1,580,116
Main. way and struc.	173,429	173,429	1,488,714	1,488,714
Main. equipment	9,571	9,571	88,380	88,380
Traffic expenses	6,390	6,390	56,320	56,320
Transportation exp.	278,711	278,711	1,833,481	1,833,481
General expenses	549	549	5,116	5,116
Total expenses	419,000	419,000	3,927,074	3,927,074
Net oper. revenue	\$38,274	\$38,274	\$288,042	\$288,042

*Increase. The principal savings in transportation costs during January and the seven months ended Jan. 31 last were in fuel for locomotives and in wages paid employees. Substantial reductions were shown in both, although study of detailed operations indicates that retrenchment was effected in nearly all the transportation item costs, as compared with a year ago. In January superintendence cost \$16,000 less than in the same month of 1911. Wages paid yard conductors and brakemen were about \$15,300 less; yard engineers, \$66,000 less; yard engine-house expenses \$86,000 less; fuel for road locomotives, \$15,000 less; road engine-house expenses, \$23,200 less; fuel for road locomotives \$76,400 less; road trainmen, \$21,800 less; road engine-house \$80,000 less; loss and damages, \$16,200 less and injuries to persons, \$41,400 less.

For the seven months the principal transportation reductions were as follows: Yard construction and brakemen, \$175,600; yard engineers, \$34,200; yard engine house expenses, \$28,500; fuel for yard locomotives, \$157,800; road engine-house, \$66,000; road engine house expenses, \$73,600; fuel for road locomotives, \$637,820; water for road locomotives, \$21,900; road trainmen, \$45,200; train supplies, \$69,100; loss and damage claims, \$208,200; damage to property, \$77,000 and injuries to persons, \$73,200.

This indicates that the company held its transportation costs pretty well in hand during the periods under review. It is understood that the road has cut its force down to the minimum for economical and at the same time expeditious operation, as it has been recognized that economy must be exercised in every department in order to achieve anything like the desired results in net returns from month to month. As business conditions improve, of course, the road will be compelled to take on additional employees.

In January the Puget Sound sustained an additional income deficit, its operating expenses and taxes having been 101.21 per cent of its gross revenues. Operating expenses alone consumed 86.50 per cent of gross. These ratios represent increases of 16.43 per cent and 6.80 per cent respectively, over the corresponding period a year ago. For the seven months ended Jan. 31 last the ratio of operating expenses to gross revenues was 60 per cent, an increase of 5.22 per cent over the previous year, and including taxes the ratio was 66.56 per cent, an increase of 8.52 per cent over the same seven months of the previous fiscal period.

BETTER MARGIN OF RUBBER PROFITS

India Rubber World says apropos of the recent reduction in prices of their products by rubber footwear companies: "As the gross value of the annual footwear product of American rubber factories is not far from \$80,000,000, and as the heavy lines constitute two thirds of this total value, the 9 per cent reduction will amount approximately to \$5,000,000; but with rubber selling at \$1.10 and lower, as against \$1.45, which was about the average price of the crude rubber that went into the 1911 product, there should be a better margin of profit now than a year ago."

SHOE BUYERS

(Compiled for the Christian Science Monitor, March 13)

Among the boot and shoe dealers and leather buyers in Boston today are the following:

Baltimore—Wm. McDonough of Baltimore Bargain House, Essex.
Goldboro, N. C.—Lionel Weil of H. Weil & Bro., Adams.
Hopkinton, Ky.—J. P. Thomas, Essex.
Laredo, Tex.—Ed Cruz, Essex.
Little Rock, Ark.—S. A. Norton of Norton Shoe Co., U. S.
New York—S. L. Golden, U. S.
New Orleans—Ed Levy, Essex.
St. Louis—A. Falan, U. S.
St. Louis—Ernest E. Felinger of Felinger Both Shoe Co., 135 Lincoln st.
St. Louis—Stanley Wass of James Clark Leather Co., Essex.
Toledo—A. G. Kopittke of Fiedtke Bros. & Co., U. S.

LEATHER BUYERS

Chicago, Ill.—Louis Florsheim of Florsheim Bros. & Co., Essex.
Montreal, Can.—P. Chownard, U. S.
Montreal, Can.—Ed. Gravel, U. S.
St. Louis—H. F. Johnson of Hamilton Brown Shoe Co., U. S.
St. Louis—John A. Bush of Brown Shoe Co., with friends.
St. Louis—William A. Taggart of Taggart & Co., Essex.
Waukegan, Ill.—Matthew Van Loan of G. Van Loan.

MISSOURI ZINC AND LEAD

NEWS BY CABLE AND CORRESPONDENCE

SUFFRAGISTS HEAR MR. LLOYD-GEORGE IN GREAT MEETING

Presence of Chancellor in Support of Movement Is Feature in One More Step Forward of Women's Cause

CHOIR SINGS SONGS

(Special to the Monitor)
LONDON—The great mass meeting at the Albert Hall was yet another step in the history of the women's suffrage movement in this country.

Organized under the joint auspices of the National Union of Women's Suffrage and of the London Society for Women's Suffrage, neither of which belongs to the extreme militant section of the movement, its object, expressed in a resolution at the end of the meeting, was to "call upon Parliament to enfranchise women in 1912."

That Mr. Lloyd-George should have consented to speak in favor of suffrage might be considered a turning point in the tide of this movement, but that his efforts for the cause were not viewed with unimpaired enthusiasm was unmistakably evident by the incessant and sometimes exceedingly witty interruptions of the more militant portion of the audience.

The chancellor opened his speech by stating that he was the first cabinet minister who had ever addressed a non-party gathering on the suffrage question and that he was proud of the distinction that he was there for the purpose of discussing it from the position of the government and he had this to say, that it was the best opportunity that had ever been given for obtaining the vote.

"The government has promised that a reform bill will be introduced this year for the extension of the franchise to men, and that it will be drafted in such a form that a woman's amendment can be incorporated in the measure, and the government will be responsible for it."

Bell-Like Voices Heard

These words failed to raise any satisfaction in Mr. Lloyd-George's vast audience, and various bell-like voices, proceeding from white-robed ladies in various parts of the hall, punctuated the chancellor's speech with, "Why not a government measure?"

"There was not a single party in the country agreed on the question of suffrage," continued the chancellor: "two thirds of the cabinet would vote for the suffrage amendment, one fourth of the Liberal party was opposed to it. In the Conservative party two thirds to three fourths were opposed to the suffrage. No party could consequently form a cabinet on the suffrage."

"We must, therefore, get some other method of procedure, and this is the method which the government pledge has thrown open to us," Mr. Lloyd-George then, in answer to the question put by Mrs. Fawcett, the leader of the union, spoke at length on the pledges given by the prime minister.

The first question had been "Is it the intention of the government that the reform bill shall go through all its stages in 1912?" Mr. Asquith had replied, "Certainly that is our intention." The second question was, "Will the bill be drafted in such a way as to admit of any amendments introducing women on other terms than men?" Mr. Asquith had replied, "Certainly." The last question was, "Will the government undertake not to oppose such an amendment?" and to this Mr. Asquith again replied "Certainly."

Great Chance Is Open

"From the way opened by these declarations of the prime minister, if we proceed along it, all parties, all sections, all suffragists united, we cannot fail to get through. Those who make it impossible for us to march upon this road are deliberately throwing away the greatest chance we have ever had in this country of carrying through this great measure."

The chancellor then said that there never was a time when the nation stood more in need of the special experience, instinct and sympathy of women in the government of the country, and rehearsed again the oft-told arguments in favor of women's votes but the thread of his eloquence was broken by a small soprano voice from a distant box making the disconcerting though pertinent remark, "We do not want converting."

Mrs. Philip Snowden then made a short speech instinct with sympathy and conviction. She said that politicians had not realized that women's suffrage was the most vitally interesting subject of the moment. The great difficulty it has to contend with is not the opposition of men, but of women, indifference and ignorance of women, condition not to be wondered at in the face of the education they receive. It was often claimed that the majority did not want to vote, but the majority never does want what is good for it.

Women to Aid Men

"The movement," she said, "was not one of antagonism, but one for the co-operation of men and women, and the ideal before it was that, as in the home, so in the government of their country."

MOTOR SHIP SELANDIA IS MARKING NEW ERA



(Copyright by Daily Graphic. Used by permission)
The motor-ship Selandia, the first funnelless liner

(Special to the Monitor)
LONDON—The Danish East Asiatic Company's steamer, the Selandia, recently at the West India docks on her maiden voyage to Bangkok from Copenhagen, has a displacement of 10,000 tons. She is the new oil motor ship, and is, in fact, an immense motor boat driven by engines somewhat similar to those in use upon motor cars.

She carries no coal, no firemen, and only a few cleaners. Her engine room is smaller in area than on most ships of her size, but is more spacious on account of the compactness of the machinery. It has the advantage too of having plenty of light, no oppressive heat, and but little noise. The chief engineer is able to sit at a desk on the navigating bridge, and, if necessary, is able to reverse the engines within 20 seconds.

So far the Selandia has shown herself to possess many advantages in maneuvering over the ordinary steamship and has confirmed all predictions as to economy.

IRRIGATION IN SOUTH AFRICA URGED BY CAPE COLONY MAN

W. A. Legg, for Many Years Attached to Province as Engineer, Tells London Society That Country Could Easily Raise All Produce It Now Imports at Big Cost

(Special to the Monitor)
LONDON—A paper on "Irrigation in South Africa" was read by W. A. Legg at a meeting of the colonial section of the Royal Society of Arts. Sir Richard Solomon, who introduced the lecturer, said that the subject of irrigation was of the greatest importance to those concerned in the development of the agricultural industry in South Africa. Mr. Legg had been for many years attached as an engineer to the irrigation department in the Cape province. He knew his subject from beginning to end, and could speak from practical experience of the advantage of irrigation to the cultivators of land in South Africa, and also of the difficulties they had to contend with.

Mr. Legg began by remarking that in the year 1910 agricultural produce of the value of over £3,000,000 sterling had been imported into the country over sea. What was the reason that after 250 years of occupation by Europeans so vast a country was still unable to supply sufficient food for its inhabitants, whose density all told was under 13 persons per square mile, whilst that of the white people who were, after all those for whom

imports were chiefly made, was under three people per square mile?

In his opinion, the most potent causes militating against progress in the development of irrigation were: First, the distribution of the white population, which was so thinly scattered throughout the country as to prevent or render difficult intercourse and mutual action for advance; second, adverse climatic conditions; third, difficulties of transport; and fourth, legal difficulties.

Mr. Legg then proceeded to describe at some length various systems of irrigation suitable to the different states of the Union, and stated in conclusion that irrigation would prove even more valuable to the Union as a whole than to the individual farmer, because irrigation would render the land capable of more intense cultivation, and so of supporting a greater population.

Sir Richard Solomon then remarked that the policy for the future should be to prepare the land for settlement by judicious schemes of irrigation and by extension of railways. A large European population would thus be obtained, who would cultivate the land successfully and produce sufficient foodstuffs, not only for the consumption of the people of South Africa, but for export to the mother country.

AIM TO PRESERVE FRENCH CHURCHES

(Special to the Monitor)
PARIS—At the annual congress of the mayors of France held recently in Paris, the question of the preservation of old churches throughout the country was brought up for discussion. The careless attitude of many of the communal authorities can only be explained on the score of ignorance of the value of such monuments or lack of funds for their proper upkeep. It was finally decided to request the government to pay for the maintenance of such churches, as was done before the separation law. A resolution was drafted to this effect.

FARMER HAS LONG RECORD

(Special to the Monitor)
LONDON—After working on one farm for 60 years, Mark Blows, of Fyfield, has now resigned. He began work at the age of eight, feeding geese at 1½d. a day, afterwards being promoted to herding sheep at 2d. a day. At the age of 10 he drove a plow.

men aided by women might build up a perfect state."

A collection of £5164 was then taken up for the further support of the union, and it was noticeable that the chancellor of the exchequer was much interested in this proceeding, leaning forward in order to obtain a better view of the board on which the figures were written up as the amounts promised were sent up to the platform.

The proceedings terminated as they had commenced with suffrage songs sung with much enthusiasm by a white-robed choir, to the accompaniment of the huge organ, which fills one end of the hall.

NEW SOUTH WALES IMMIGRATION SITE SOUGHT BY PRESS

(Special to the Monitor)
SYDNEY, N. S. W., Aus.—The press has started an appeal for subscriptions in aid of the efforts which the British Immigration League is making, to establish a depot for the women and children immigrants who are constantly arriving. The league would seem to have had considerable difficulty in finding suitable accommodation, and the absence of a regular depot has involved considerable expense.

COSTLY "EGG" GIVEN TO CZAR

(Special to the Monitor)
ST. PETERSBURG, Russia—During the recent visit to Russia of the Paris municipality, a presentation was made to the Tsar by the mayor of Paris of a beautiful Easter egg incrustured with precious stones. The egg, which rested on a small golden crown, was surrounded by a tiny button actuating a spring. When the button was pressed the egg flew open, disclosing an excellent portrait of the little Tsarevitch.

THOMAS HARDY PRESENTS MS.

(Special to the Monitor)
BIRMINGHAM, Eng.—Thomas Hardy, the novelist, has presented to the Birmingham Museum the manuscript of his "Wessex Poems," together with his original illustrations thereto. Other manuscripts have been presented by him to the British Museum, Oxford and Cambridge Universities, Aberdeen, Dorchester, Manchester, Washington, and to the Royal library at Windsor.

COTTON COMMITTEE FOR EGYPT IS PLAN OF LORD KITCHENER

(Special to the Monitor)
LONDON—Arno Schmidt, secretary of the International Cotton Federation, has just returned to England after a visit to Egypt, where he has been making preliminary arrangements for a tour of investigation, which is to be undertaken by the master cotton spinners at the end of the present year.

In the course of the report which he has issued Mr. Schmidt records the fact that in the case of first class land in Egypt both the fertility and the quality has declined. The well known Affit cotton, he says, seems likely to fall in quality to the level of American middling, and if this should come about the loss to the Egyptian cultivators might be as much as £6,000,000 to £8,000,000.

Mr. Schmidt goes on to report that Lord Kitchener, who has had a long acquaintance with the practical work of cotton growing, told him that he intended to initiate a permanent cotton committee which would take up the whole matter in an energetic way.

Several schemes, Mr. Schmidt points out, are under consideration for extending the area of agricultural land. Lord Kitchener had mentioned to him that by a scheme which would begin in January he hoped to be able to get in years to come a million acres under cultivation, of which a third or a half would produce cotton.

GERMANY BUYS PARSIFAL III. AS AIR CRUISER

(Special to the Monitor)
BERLIN—The new Parsifal airship has just completed the 16 hours trip required by the government. This "military air cruiser Parsifal III," as she will be known, is the eleventh of the Parsifal airships and has now been purchased by the government. The trial was accomplished in anything but calm weather, in spite of which, however, the air vessel behaved admirably.

The dimensions of this latest addition to the fleet of German dirigibles is: length 78 meters, breadth 17 meters. The envelope has a capacity of 5000 cubic meters, and the motive power is provided by two motors of 150 horsepower each. This new air cruiser is to be ultimately stationed at Königsberg.

UNIVERSITY AID TO ARTISANS IS PRAISED BY LORD HALDANE

System of Evening Instruction Which Is Now Distinctive of Newer Centers Is Declared to Fit in Well With Remarkable Aptitude of the British Workman

(Special to the Monitor)
LONDON—The principal guest at the annual dinner of the court of the University of Leeds was Viscount Haldane, who spoke at some length on the subject of the benefits of a university education.

On his recent visit to Berlin, he said, he had met men of the highest standing, permeated with the spirit of university life, and he was grateful to his own university life because it enabled him to enter into conversations with them of a highly miscellaneous character, and these conversations were greatly assisted by the fact that all the speakers were permeated with the spirit of the universities.

"We were able," said Lord Haldane, "to take a detached vision, surveying matters somewhat in the spirit of Plato, in a way which prevented all friction. We did not look at things merely from the point of view of Germany and England. We looked at them from the point of view of the world at large."

"Our conversations were not only very full but very frank, and pervading the whole was the spirit of these big men who tried to look at things from something higher, from a point of view wider than that of a mere controversy between nations, and who sought to realize the standpoint of humanity. You cannot get these things unless you are prepared by the training which university life, and university life alone, can give."

Speaking of the application of the sciences to industry, Lord Haldane said that the biggest men were those who could seize rapidly on the ideas which the sciences gave and transform them into practice. This was one of the things they had learnt from the great German nation. But they never could do the best merely by copying. They had to work out things according to their nationality and individuality, and England today was working out on some very remarkable lines of her own.

In one thing, he thought, they were ahead of the rest of the world, and that was the way in which they had brought the influence of university life to bear on the best of the artisan classes. The system of evening instruction which was distinctive of the newer universities was a very extraordinary system, and it fitted in well with the remarkable aptitude of the British workmen for producing, if only they got a chance, a quality

DRAINAGE OF LOWER EGYPT IS OBJECT OF GOVERNMENT PLANS

(Special to the Monitor)
CAIRO, Egypt—It is an open secret that the government is engaged in preparing an extensive scheme for the drainage of Lower Egypt. Drainage in this country has not kept pace with the progress of irrigation, and it is the opinion of many who are competent to pronounce on the subject that the diminution in the yield of cotton from lands which were formerly good is greatly due to this fact.

The scheme may be expected to resolve itself into two main parts: The improvement of the existing system, and the drainage, with a view to ultimate reclamation, of lands which are at present either under water or waterlogged.

The drainage which has already been carried out in Lower Egypt was undertaken largely with the idea of giving immediate relief, and the funds available have been insufficient to allow of the proper clearance of the drains already dug. The lands which it is proposed to reclaim are mostly in the extreme north of the country and lie at practically sea level, and in some cases actually below it.

NEW ZEALAND'S CHIEF EXPORTS TOLD IN DETAIL

(Special to the Monitor)
WELLINGTON, N. Z.—The following figures show the quantity of principal products passed through the customs for export from New Zealand during December, 1911, the figures for December, 1910, being given in parentheses:
Butter, 56,437 cwt. (64,268); cheese, 63,819 cwt. (54,517); frozen beef, 1395 cwt. (21,323); frozen mutton, 28,811 cwt. (50,783); frozen lamb 14,723 cwt. (29,335); wheat, 18,011 bushels (117,272); oats, 732 bushels (9571); potatoes, 28 tons (16); New Zealand hemp, 1599 tons (1447); rabbits, 8070 cwt. (11,354); tow, 389 tons (347); kauri gum, 502 tons (566); grain and mds. other than wheat and oats, 1823 bushels (4701); hops, 20 cwt. (82); hides 9152 (6278); skins, 1,020,823 (1,770,359); tallow, 870 tons (1204); timber, 5,909,118 sup. ft. (9,075,544); wool, 11,848,593 lbs. (30,817,294); gold, 33,050 ozs. (37,509).

The value of the principal exports for December, 1911, was £1,282,122 as compared with £2,161,769 in December, 1910.

RUSSIA THANKED BY KING GEORGE

(Special to the Monitor)
ST. PETERSBURG, Russia—Sir George Buchanan, the British ambassador, has handed to the Czar an autograph letter from King George, expressing in his own name and that of the government and people of Great Britain, sincere thanks for the cordial reception accorded to the members of the British deputation during their recent visit to Russia. The visitors, said King George, would always preserve the pleasantest recollections of the time they had spent in the Czar's dominions.

LORD HARDINGE HONORED ON TOUR

(Special to the Monitor)
CALCUTTA, India—Lord Hardinge's recent visits to Benares and Lucknow were most successful, and at each place his reception was of the most cordial nature. At Lucknow the municipality and the Oudh Talukdars presented addresses in which they referred with approval to the transfer of the capital from Calcutta to Delhi. In the evening the Talukdars gave a brilliant entertainment in honor of the Viceroy.

DALAI LAMA MAY DELAY

(Special to the Monitor)
DARJILING, India—The chief secretary of the Tashi Lama has arrived here and announces that he was sent with an urgent message advising the Dalai Lama to return to Tibet. In view, however, of recent developments in the situation he considered it wiser to advise him to proceed to Gantok, in Sikkim, and to remain there for the present.

FARMERS HELPED UP IN SOUTH AUSTRALIA

Boys Will Be Able to Step Forward From the Primary School Until They Attain Degrees in Agriculture

STATE LEADING WAY

(Special to the Monitor)
ADELAIDE, S. Aus.—South Australia being primarily a producing country, a great deal of attention is necessarily given to the question of agricultural education. That good results have followed the policy pursued in this direction in the past is demonstrated by the fact that the Scottish agricultural commission and many other visitors have stated that agriculture generally in South Australia is of a higher order than in the other states of the commonwealth.

The first agricultural college in the states was started at Roseworthy in 1885, and it has led the way, not only in the development of agricultural education but in the discovery of the use of superphosphate for wheat-growing. In other parts of the state also are experimental farms and orchards established for the purpose of improving and widening the knowledge of the producer.

Recently the government resolved to establish a boys' training farm at North Booborowie. At this institution lads, the children of poor parents, will receive

BOOTLE PREMISES ARE BOUGHT FOR SHIP REPAIRING

(Special to the Monitor)
LIVERPOOL, Eng.—Harland & Wolff, the well-known Belfast shipbuilders, have secured on lease for a term of 60 years the premises in Bootle known as the North dockyard for the construction of a large ship-repairing establishment.

It is understood that this will be operated in connection with the ships of the combine in which Lord Pirrie, the head of Harland & Wolff, is interested. These ships aggregate a tonnage of over 2,000,000 tons, and the headquarters of all of them are in Liverpool.

AUSTRALIAN FLEET IS FIRST

(Special to the Monitor)
LONDON—In the battle practice of the British navy during 1911 the best fleet was the Australian, with an average of 237.42 points per ship, the best ship of all being the Encounter with 449 points. Altogether 71 ships carrying 929 guns took part in the practice, the average points per ship working out at 133.20.



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free of cost an elementary training in the more practical branches of farm work.

The minister of agriculture, Hon. J. P. Wilson, has now announced that it has been decided to make another forward move, viz., the establishment of two agricultural high schools under the education department on repurchased estates; one at North Bundaleer, 150 miles north of Adelaide, and the other at Moorak, near Mt. Gambier, in the southeast. At these high schools it is intended that boys shall receive instruction in the higher branches of the science and practice of agriculture.

"It is decided," said the minister of agriculture, when speaking on the question recently, "that boys shall be able to advance from the primary schools to the high schools, thence to Roseworthy College, and finally take their B. Sc. degree in agriculture at the university."

It is also proposed that the teachers in the public primary schools, especially those stationed in rural districts, shall be afforded opportunities to have six months' continuous training at the high schools in the science and practice of agriculture, as by this means they will be better fitted to give elementary instruction to their pupils. In addition, winter classes for farmers will also be formed in connection with the agricultural high schools.

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THE HOME FORUM

Island Dwellers and the News

FOR those who know Nantucket, particularly for those who know it in winter, there is something very appealing in the following letter printed in the New York Post. One who has been on the island when no news at all reached the settlement for three weeks understands a little of the isolation of island folk, how far away and unreal the big world seems, and even the curious sense that perhaps wonderful things have happened on the mainland—oh, marvels of many a sort—during the period of silence. It is different from the old time feeling a shipboard before wireless broke up the loneliness there, for one expected not to have news during the voyage, and had as it were mentally foreseen all that might occur before starting.

The writer says: "Accept a Nantucket islander's thanks for your delightful story of yesterday about the wireless news for the 3000 isolated inhabitants of the Magdalen islands in the gulf of St. Lawrence. There is always a bond of sympathy between the world's island dwellers, no matter how far apart, nor in what oceans their specks of land may be. In this case it is particularly strong, for the same Admiral Sir Isaac Coffin, mentioned as the man to whom the Magdalen group was granted in 1708, was the admiral who founded the famous old Coffin school on Nantucket. Furthermore, before the days of the government cable, a generation ago, Nantucket knew what it meant to go for weeks at a time without news from the mainland."

PRAISE FOR AMERICAN AUTHORSHIP

AT the anniversary in honor of W. D. Howells in New York lately, President Taft spoke of the author's serious preparation for his work which has enabled him to produce literature of high quality steadily instead of working fitfully on the one hand or mechanically on the other. Mr. Howells himself said encouraging things about American literature, in part as follows, as cited by the New York Sun:

There has been no hour of our literary past, as I have lived it, when I had the least fear for our literary future; not even when the good fight for reality in literary art which I believed myself fighting seemed to be a losing fight did I baste my hope for the time to come or for the time that then was.

I knew Hawthorne and Emerson and Walt Whitman; I knew Longfellow and Holmes and Whittier and Lowell; I knew Bryant and Bancroft and Motley; I knew Harriet Beecher Stowe and Julia Ward Howe; I knew Artemus Ward and Stockton and Mark Twain; I knew Parkman and Fiske. . . . Let us recognize the fact that in the present vast output of literature the pure gold is not less in quantity because the mass of dross is so immeasurably greater than in the days of another sort of mining. I myself believe there is gold greater in quantity and that possibly in a critical analysis the report of the assayer will declare as high a percentage of the genuine metal. I am not dismayed by the numbers who have taken to literature in these days and found a

living in it. At first it seems a little odd, a little droll to have a publisher announce a novel as "by a new writer"; but when there are so many new readers why should not the new writers have their innings? Ought not we old writers to be in love with the new literature? I myself am going to cultivate an affection for it from this on.

The great men I have named could not do just the fine things, the brave things, the true things that are done now by the men I will not name lest I miss some in the long count. In my time I have seen a whole literature grow up and flourish into national proportions. Nearly all the writers I have been naming were New Englanders, but now our writers are of every sectional origin and constitute an American authorship.

No change of circumstances can repair a defect of character. We boast our emancipation from many superstitions; but if we have broken any idols, it is through a transfer of the idolatry. What have I gained, that I no longer inmolate a bull to Jove or to Neptune, or a mouse to Hecate; that I do not tremble before the Eumenides. . . . or the Calvinistic judgment day, if I quake at opinion, at the threat of assault or contumely or bad neighbors, or poverty, or at the rumor of revolution? . . . If I quake, what matters it what I quake at? . . . On the other part, rectitude is a perpetual victory, celebrated not by cries of joy, but by serenity, which is joy fixed or habitual.—Emerson.

ALTRUISM AND THE PEDAGOGUE

THERE is a little volume called "The Ideal Teacher," in which one of the teachers of Harvard, Prof. George H. Palmer, sets forth his thoughts about his work with a simplicity and an honesty of self-examination that make the book of great value to all teachers who would discover their mistakes and possibilities. He finds that in his profession any one who will be great "must needs be a nimble servant, his head full of others' needs," and goes on:

"The teacher's habit, as well summed up in the Apostle's rule, 'Look not every man at his own things; but every man also'—it is double—on the things of others.' And this habit should become as nearly as possible an instinct. Until it is rendered instinctive and passes beyond conscious direction it will be of

little worth. Let us then as we go into society, as we walk the streets, as we sit at the table, practise altruistic limberness and learn to escape from ourselves. A true teacher is always meditating his work, disciplining himself for his profession, probing the problems of his glorious art and seeing illustration of them everywhere. In only one place is he freed from such criticism and that is his class room. Here in the moment of action he lets himself go, unhampered by theory, using the nature acquired elsewhere, and uttering as simply as possible the fulness of his mind and heart. Direct human intercourse requires instinctive aptitudes. Till altruistic vicariousness has become our second nature we shall not deeply influence anybody."

By vicariousness, Professor Palmer means, as he shows in other passages, the power of putting oneself in the place of another, a kindling imagination of sympathy which tells one, for example, not to put a question suddenly upon a blank at a pupil. The teacher who states his question and then suddenly says, "Mr. Jones," lacks the altruism of the teacher who says "Mr. Jones" first and while the pupil collects himself goes on to state the question. Just this simple illustration of how a sympathetic and really helpful pedagogical altruism speaks volumes to the thoughtful teacher who would learn how to better his own instruction.

Oregon's Wonder Lake Attractive

TEN years have passed since the region of Crater Lake, in "The Land of Burnt Out Fires"—the Oregon volcano country—was constituted a national park by presidential proclamation and thus preserved to the people as one of the greatest of nature's wonderlands; yet to many its very existence is unknown. Now, Crater Lake park, which has an area of 240 square miles, is coming into its own and is destined to be visited by wondering thousands. Steel rails and the automobile have made its access easy, and nowhere in the United States, nor even in the world, is there such a wonderful spectacle afforded the tourist.

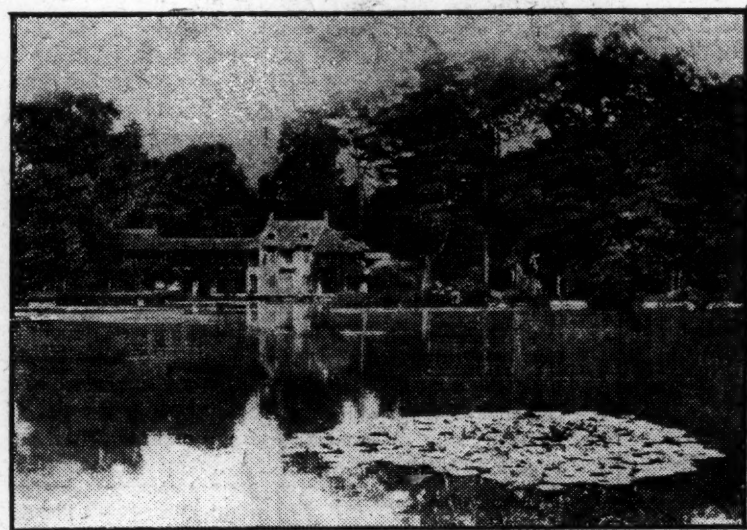
Long ago there towered among the mountains of the Cascade range, famous for its great volcanic peaks, one other lofty cone, rivaling and perhaps surpassing in height Mt. Shasta's 14,000 feet. Today one views instead, a ragged rimmed basin of huge dimensions with what appears an almost sheer descent of 2000 feet to a silent lake, itself 2000 feet in depth. One of the features of Crater Lake is that, while it has an altitude of 6000 feet, its waters are said never to freeze, although Klamath lakes, which are at a considerably lower altitude, do so. Again, while Crater Lake is always open water, ducks and other waterfowl are never seen upon its bosom during the winter. Gamey trout, however, are plentiful.—Leslies.

Carlyle says that man should have justice enough to put down his own selfishness.

VERSAILLES AND THE TRIANON

VERSAILLES and the Trianon are household words not merely to every Frenchman but to every English and American person as well. To many of these Versailles stands for Louis XIV. and Marie Antoinette, for the French court with its artificiality and decay and that glamour which seems to survive through the years and which would throw a veil over the uncomfortable facts of truth and so emphasize the dramatic and sudden ending of the ancien regime and the royal family of France as to completely obscure its cause and raison d'être.

And yet Versailles has not deserved to be regarded entirely as a mere empty frame to glories that once were, or even as a museum of French art of the period of the Grand Monarque and his descendants. Versailles saw the first act of the French revolution. In one of the halls of the palace, in the Salle des Menus Plaisirs, on May 5, 1789, the states general were opened by the King in person, and a month later, having declared themselves the Assembly Nationale, the deputies found the doors of the hall locked against them under the pretext that it was wanted for royal purposes. It was then that the deputies, led by their president, Bailly, entered the large empty hall where the jeu de Paume was played and took the famous oath, known as the Serment du jeu de Paume, never to disband until a constitution had been established on firm foundations. Of this scene, the most



(Photo taken specially for the Monitor)
PETIT TRIANON ACROSS THE LAKE

significant in its simplicity and in the moment of its purpose, of the whole revolution, there is a sketch by the painter David, which hung in the Salon of 1791, and which is now to be seen in the Louvre.

In the crowd assembled in the bare hall of the jeu de Paume are to be seen Mirabeau, Barnave, Dubois Grance—men whose events were soon to render famous. Duruy in his history of France at that

period says, "Tout Paris était à Versailles." Soon after Versailles was deserted, for the revolution was taking its course and the royal family had gone. At a later date in French history Versailles again figures, no longer as the center of the magnificence of a French court, but in scenes of a different character which marked the close of the career of the great Napoleon in 1815 and of that of Napoleon III. in 1870.

PETT RIDGE'S VIEW OF COCKNEY HUMOR

PETT RIDGE, the author of many humorous studies of London's poorer citizens, lectured recently before the Tuesday Society on "Cockney Humor." He interested and amused his audience, and showed, at the same time, a true understanding and same humanity in speaking of the cockney, which put every one in the room in sympathy with him and his subject. He told many funny stories, but as he remarked, although a sense of humor is claimed by everybody, the difficulty is great in appealing to it in print. He has an inimitable way of telling his jokes, which almost defies transcription. One or two of the stories, however, seem too good to lose.

In alluding to American humor, which he said got much of its fun from overstatement, he quoted Bret Harte as having said to him that understatement could also be made to serve the same purpose, instancing the "quiet man" in the car who describing an exciting incident on the line, could only be induced to say that the cow which was cut to pieces by the train "looked kind of discouraged." Pett Ridge also told of how he had heard Miss Lee (a daughter of the American General Lee) answer Sir H. Vincent's patriotic exclamation: "Do you know that the sun never sets on the British empire?" "Have you never reflected," said the lady, "that the reason

is that the English are not to be trusted in the dark?"

Pett Ridge was once asked to meet a man of whom his friends boasted that he had no sense of humor. To test this he told him the following story: An Irish police inspector entered a poor cottage in Ireland in search of a man who was "wanted." He looked all round the cottage, found nothing and was just going out when he turned to the woman saying: "But surely there must be another room here?" Upon which she opened a door and he walked into a bedroom. He there noticed a large sack under the bed and asked the woman what it contained. "Oh, only some pots and pans I have no further use for," she answered. The inspector kicked the sack, and the man inside said "Tinkle, tinkle." "Yes," said the serious friend, "very interesting, but now, did they catch that man?"

Passing to cockney humor, the lecturer declared that the poorer Londoners said just what they thought, expressing their ideas directly in voluble speech, which although it might not be very deep was yet often amazingly keen. It is curious how one word will sometimes obscure the cockney. John Burns told Pett Ridge of a man on the London county council who never spoke without dragging in the word "practically" until at last in discussing some matter he exclaimed: "Now, gentlemen, I should know something of the East End, for you know

I was—well I was practically born at Stepney."

Pett Ridge deplores the loss of that old humorist of the streets, the bus driver, and his confidant the conductor, that ubiquitous profferer of advice to his fares, whether legal, medical or geographical.

But perhaps of all cockney types the factory girl is the most vivid. Life to her when her long day's work is over is one enormous joke; everything amuses her, and it is really astonishing to note what she will get out of a play. She can remember and reproduce most of the words and gestures, and will even try to dress up to the parts afterwards. Her attention at a theater is not passive, for she will keep up a running fire of comment and admonition, and the melodramatic villain comes in for a large share of threats and hisses from the gallery. One evening at a performance of "King Lear," a girl was heard to remark to another acidly: "Rather an unpleasant family—these Lear's."

In speaking of the cockney accent, Pett Ridge said that of course every one knew that accent is something that belongs to other people, and the cockney's clipping of words and peculiar intonation is particularly hard to reproduce in print, "but," concluded Pett Ridge, "I like it, I like them," and every one felt sure he spoke the truth.

CHILDREN'S DEPARTMENT

Rise of Henry Wilson

It is natural enough that the life stories of the Vice-Presidents should be much less than those of the Presidents, but the celebration last month of the centenary of the birth of Henry Wilson gave desirable prominence to a career in which the young men of the land may find an inspiring example. At Farmington, N. H., Wilson's boyhood home, and at Natick, Mass., his later home, there were special exercises in honor of the anniversary, and in many newspapers there was told again the story of the poor boy, "bound out" first to a farmer and then to a shoemaker, who became a leader in the Senate during the crisis of the civil war and then Vice-President under Grant. As a boy on the farm and at the shoemaker's bench he eagerly read all the books that he could get hold of, says the Youths Companion. Once he walked from Natick to Boston to hear a speech by Daniel Webster.

After he formed a debating society among his fellow shoemakers, and there acquired the drill and discipline that made him a power on the stump and on the floor of the United States Senate.

Today's Puzzle

CHARADE

My first is that which we all love to see, Crowning a man, woman and baby. Sometimes it is, coarse, sometimes it is fine. Without it in plenty most ladies repine. My second is used for clothing and such. The rich have it in plenty; the poor haven't so much. My two, put together, cover sofa and chair. Though 'tis rather old-fashioned, 'tis seen everywhere.

ANSWER TO LETTER PUZZLE

China, masks, glass, camel, caddy. Michaelmas day.

Unique Candy Display

What must have been a very interesting sight is described in a New York paper, speaking of the dining room of a big hotel there. A confectioner—that is, a man who makes candies and cakes for parties—had made a display of his art in a glass case in the room and the amusing thing is that it did not look like candy at all. He had taken the latest styles in ladies' hats from Paris and copied them exactly in sugar, colored like the ribbons and laces and feathers and buckles that ladies wear and looking in the case exactly like hats. They are all as large as real hats and the very look of the straw (for these are summer hats) is represented in the candy perfectly. There is a slang phrase about "eating one's hat," but certainly this act was never made to seem so possible before. The ladies say the hats are "simply sweet."

Whatever emancipates our minds without giving us the mastery of ourselves is destructive.—Goethe.

TEXAS, SEEN SIXTY YEARS AGO

IN most nations of the earth, whether first or second class powers, a map dating only so far back as 1846 would not have much claim to attention as showing points of national progress. But a map entitled "Texas, Oregon and California, with the Regions Adjoining," printed in Philadelphia in 1846, is full of naive sayings that are for an American reader of today strange enough. We read that the territory of Oregon is given to show it "was claimed by the United States." Texas is referred to as "the late republic of Texas," and vast herds of buffaloes and wild horses are said to wander over its prairies. Bears, cougars, panthers, peccaries, wolves and foxes are common, and the planters keep powerful packs of dogs to prevent the destruction of their herds and flocks. Alligators are mentioned and the simple log huts which the agriculturists build. They are said to scratch the surface of the rich land with a light plow and raise almost anything that is known in the lists of vegetables and fruits. The population of Galveston is 5000 and Houston has 4500.

Reference is made to the fact that the republic of Texas claimed the region where Santa Fe is located, though it never got possession of the land. The map includes it in Texas. The trade of Santa Fe is said to be chiefly with Philadelphia and the route described for the transfer of goods includes 840 miles by wagon to the town of Santa Fe. Part of this route is through a country so infested with hostile Indians that the United States government has usually sent an escort of cavalry with the larger caravans. Austin, a place of 400 population, was laid out as capital of Texas, but the seat of government was for a time at Washington, on the Brazos river. "Texas is divided into three departments: Nacogdoches in the north, Brazos in the center and Bexar in the south," says the pioneer geographer. What President Polk said about the

annexation of Texas is cited, as follows: "The jurisdiction of the United States has been peacefully extended to the Del Norte. . . . We may rejoice that the tranquil and pervading influence of the American idea of self-government was sufficient to meet the purposes of foreign interference and that the almost unanimous voice of the people of Texas has given to that interference a peaceful and effectual rebuke. From this example European governments may learn how vain diplomatic arts and intrigues must ever prove upon this continent against that system of self-government which seems natural to our soil and which will ever resist foreign interference."

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UNCHANGING LOVE

WRITTEN FOR THE CHRISTIAN SCIENCE MONITOR

IT IS of inestimable value to try to realize what God's unchangeableness means. Who has not longed for some knowledge that would enable him to plead his case in such a way that God's attitude towards him might be changed from what he deemed unfavorable to favorable, so that the cause of his trouble would be removed. To such the right understanding of God comes as the precious balm of Gilead, teaching the truth of God's relation towards His children. It is only for His children to accept His mercies and partake forever of His unceasing, unchanging love; always ready, always within our reach. God is unchanging Love. None can

add to nor detract from His unchangeableness by his acts or petitions. We can change our attitude towards Him, and should ever seek to do this, until we feel intuitively in perfect harmony with Him. When this harmony is attained, by a right understanding of God's unchanging love for us, a great change does take place in us, and it is this change that brings about the happy nature which good Christians present and which is so often spoken of by those who have not yet found that "peace . . . which passeth all understanding."

One's relationship to God may well be illustrated by the operation of the camera. Though looking through the lens, one cannot get a clear view of the object unless by manipulating the lens, the object is brought into proper focus. The object is in the same position all the time, but our camera is out of focus. If living according to materialistic creeds, we place ourselves out of focus with God. He has not lessened nor withdrawn His love from us, but we have, by our own volition and in our materialistic sense (not in reality, for that were not possible) placed ourselves away from appreciating the influence of His love.

How then is a correct understanding of the matter to be obtained? Paul's injunction, "Search the Scriptures" is as imperative and as necessary now as when it was uttered two thousand years ago. If the Bible was given as "a light unto our path," let us use it as such and accept God's faithful promises to be true. We cannot read our Bible in an abstracted way and expect to realize many of its blessings.

We have often been reminded of God's omnipotence (all-power), omniscience (all-knowledge) and omnipresence (ever-presence), but until we realize, understand and demonstrate the completeness of these qualities, we cannot comprehend the infinitude of God nor derive the every-moment blessings that His unchangeable love holds out to us. We are God's children, "tender and only beloved" in His sight, we are told, and "if ye . . . know how to give good gifts unto your children, how much more shall your heavenly Father give the Holy Spirit to them that ask Him." The word of God has been used too much as a theme to discourse on and not enough as a guide to live by. Too often we want, but are unwilling to give. Something is expected of us; it is imperative that we do our part in the great scheme of Love. As Mrs. Eddy has said in the chapter on "Prayer" in Science and Health with Key to the Scriptures, page 2: "Goodness attains the demonstration of Truth."

It will prove a fruitless search if we look for a manifestation of the goodness of God unless we make some effort to establish our proper relationship with Him by trying to keep the Master's commandments and following his example, all the time bearing in mind that God is Love, unchanging Love, and nothing we can do or refrain from doing will change His attitude toward us, but it is entirely for us to bring ourselves into right relation to Him, so that we may experience the blessings which He is ever holding out to us.

Advantage in Numbers

"I have six daughters."
"Must take them a long time to dress when the family is going anywhere."
"Oh, no. They form in a circle and each buttons another's gown."—Washington Herald.

One foundation of happiness is the ability to know when we have what we want and then not restlessly seek something else.—Colliers.

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THE CHRISTIAN SCIENCE MONITOR

"First the blade, then the ear,  then the full grain in the ear."

EDITORIAL

Boston, Mass., Wednesday, March 13, 1912

Property Rights in Patents

It is not always the hope of material reward that spurs inventive genius on to accomplishment. Invention for its own sake and invention for fame's sake, and, again, invention for humanity's sake, have often been incentives. But thinkers first, and governments afterward, long since came to recognize the fact that one way, and perhaps the most effective way, of stimulating invention was to protect it. The great majority of inventions would utterly fail of recognition and successful application were not capital enlisted in their behalf. Whatever the inventive genius may think of it, however careless he may be as to personal reward, capital can be induced to take an interest in his inventions only through some assurance of a profitable return on the investment. The commercial value of an invention lies in its monopolistic character. Government, in acknowledgment of this fact, has established and maintains a patent office, the business of which, in the last analysis, is that of conferring upon successful applicants the right of monopoly in their inventions. Through the patent office an invention becomes property, and through the patent office, also, ownership of the invention becomes legalized monopoly. Now, the question is, Is the United States government, after granting a patent which of necessity, and to be of any value, becomes a legalized monopoly, justified in prosecuting the owner of that patent and possessor of that monopoly for violating the Sherman law?

In the Dick case, the supreme court, four to three, decides practically that it is not. That is, it decides that the owner of a patent has an unrestricted monopoly upon all articles used in its operation and may fix its price and prescribe its use. It stamps a patent right as a property right.

In view of the prevalent state of public thought, and in view of prosecutions, begun and pending, under the statutes for the prevention and punishment of restraint of trade, this is a most important decision. It would be a mistake, and a serious one, to jump at the conclusion that its effect will be mainly to benefit the trusts owning or controlling patents. Its primary effect will be to confirm the property value of patents. Invention might not altogether cease if the patent office certificates were all declared invalid and the institution itself were permanently closed, but the result would probably be as hurtful to inventive genius as the abolition of the copyright law would be to literary genius. If patents are not property, neither are copyrights. The copyright owner may not say who shall read his book, but he has an unquestionable right to say who shall publish it, how it shall be printed and bound, and in what manner and for what price it shall be sold by the publisher.

It is difficult to feel much alarm on account of this decision. It would seem that the main point to be considered is whether in the case that called for the decision, the defendant concern, on the one hand, by reason of the monopoly acquired through ownership of a certain patent, attempted to impose conditions contrary to public policy on the users of this patent, or, on the other hand, there was an attempt unlawfully to deprive the defendant concern of property rights which the government had already conferred upon it through the patent office. One outcome of this decision will probably be the enactment of a law defining clearly the control the owner of a patent may exercise over the user of it.

Closing of the Branch Mints

THE committee of the United States House of Representatives having jurisdiction in the case has decided, in the interest of economy, that the branch mints at New Orleans and San Francisco be closed. New Orleans seems to take the matter quite calmly, as calmly as Boston now takes the proposal to abandon the Charlestown navy yard. There are certain things that are inevitable, and New Orleans cannot see why it should

become excited over an announcement that it has had reason to expect at any time during the last decade or two. Gold is neither coined nor circulated in New Orleans in these days. There was a time when the New Orleans mint turned out much of the finished product. Later the coinage of the silver dollar kept the mint busy for a time, but the silver dollar, save as a curiosity, is seldom seen now in the Crescent city.

Coin has gone out of style, except in fractional denominations, and the Philadelphia mint is capable of turning out more of this than the country needs. Apparently, there is no reason why the nation should continue to maintain three mints when the great volume of its circulating medium is paper. But San Francisco and California are still on a coin basis. They have never abandoned their traditional liking for hard cash. Discontinuing the mint that has molded from the products of the Sierra Nevada almost countless souvenirs of the golden argonautic days seems like breaking the last tie that binds them to the romantic past. There is less gold to be coined out there than formerly, they admit; but there will always be some gold coinage, and there will always be something doing in silver.

San Francisco, evidently, is not to let the mint go without a struggle. The question of its abandonment and rescue has already been woven into the political situation. Public opinion is so pronounced on the subject that it may affect even the national campaign. In the meantime, the Democrats at Washington, responsible for bringing the matter to the attention of Congress and the country, have made no further move. All the probabilities are that it will rest where it is indefinitely. The branch mints may not be needed at this time, but nobody can tell; and it is better on the whole to proceed with caution, especially at a time when there already is enough of political complication.

Rumors that former President Diaz is willing to return to Mexico persist in rushing into print. All the probabilities are that they will never rise above the point of being rumors. Former President Diaz bears the reputation of being a very wise man, even in retirement.

ONE thing for which the average good citizen may be grateful is that the straw-vote period of the presidential campaign has been safely passed. The count-of-hands period is coming, however.

Needs of the Mississippi Levees

Nobody of intelligence needs to be told that saving is not always economy. There is an ancient and homely saying about the spigot and the bung that covers this point completely. Many instances might be related going to show how much more profitable it is at times, in public as well as in private affairs, to be liberal rather than close. Take the matter of Mississippi river levee protection, for example. The people along that great waterway, or from Cairo south, have now been immune for some time to serious floods. The reason is they are enjoying the results of many years of careful construction and mending of the levees. They learned long ago from sad experience that merely periodical or desultory attention would not answer, that the levees must be carefully watched continuously.

At present there is a disposition in some quarters in Washington to cut down the appropriation for levee protection. The lower Mississippi valley is justly alarmed over the probability that the cry of economy may deprive the levees of the care they should have. Especially do these safeguards call for consideration this year. The season has been an unusually wet one. The river embankments are thoroughly soaked. Up North—up in the mountain country—the fall of snow has been great. The rise in the tributaries of the Mississippi, especially in the Missouri, is likely to be high this spring. The "June rise" may exceed that of any recent year. It would seem to be a time for increased rather than lessened levee protection.

Until the states and the government shall unite upon a comprehensive and sane plan for storing the surplus waters of the Mississippi valley, so that the flow southward may be regulated, the only method of protecting the low country on the Mississippi from the junction of the Ohio to the jetties seems to be through the maintenance, and in good order, of the levees. The Mississippi river states have a right to demand assistance from the nation in this respect, and the nation in general is simply subverting its own interests by granting it. It is a humiliating commentary on these so-called progressive times that millions of acres of the most fertile land in the country should be exposed year after year to possible disastrous inundation. The least the government can do is to avoid inviting floods by withholding levee appropriations.

Argentina's New Colonizing Element

IN ITS attempt to advance the country to the agricultural position it should hold, by virtue of vastness and fertility, the Russian government is watching closely what is being done elsewhere. Investigations have been directed especially toward districts whither former subjects of the Czar have gone for colonizing purposes, and in a report recently submitted to his home office by M. Krukoff, formerly the head of the Russian department of agriculture, we find some surprising facts. One of the most interesting is that the Jewish immigration to Argentina, where M. Krukoff spent some time, has resulted in the establishment of large agricultural communities of the best type. Adding advice to information, the Russian official gives it as his opinion that although the Jewish farmers of Argentina have accomplished so much, there is nothing to prevent them from doing the same thing on Russian soil.

Perhaps this government investigator should not forget that environment does much to inspire progress. It is quite true that Russia has millions of acres that need cultivation, that there is a great demand for the products of the soil and that foodstuffs are ever increasing in value in a commercial sense. At the same time, when the Jewish immigrant reaches the great country of the southern hemisphere, which with open arms awaits his coming, he at once realizes that he has a future. Unhindered by traditional factors, he evidently puts his shoulder to the wheel and gradually becomes a part of the nation.

That M. Krukoff writes so interestingly and enthusiastically about Jewish colonization in South America is at least significant as a concession, and an admittance that these immigrants are fit to engage in farming on a large scale. But it is established that Jewish colonization in the United States has produced equally satisfactory results. As for Argentina and its new arrivals, the thrift characteristic of a people now going to South America in such large numbers from the Russian domain should result in an agricultural development of importance and help to solve a race problem.

THERE is very little danger of international complications arising from claims of ownership in the south pole. Still, in case anything out of the common should happen down there, some nation should be prepared to take the credit or the responsibility.

ONE effect of concentration of national attention on economic and social and "syndicalistic" conditions in New England's textile manufacturing cities will be increased willingness to establish stricter terms for admission of aliens. Forced or promoted emigration from Europe, furthered by seekers after cheap and docile labor, is not likely to be aided in any way hereafter by congressional legislation. Sentiment in favor of new tests has increased much within six months and will doubtless continue to swell the more carefully conditions in manufacturing centers and mining regions are looked into. It is not without significance that the stoutest senatorial opponents of the bettered law that is proposed in the Dillingham bill, which in turn is based on a thoroughgoing study of conditions at home and abroad, come from the state that has the most employers who exploit alien labor, either in their protected industries or in mines.

Another effect of the clash at Lawrence between the A. F. L. and the I. W. W. will be to intensify the demand of the former for restrictive immigration legislation, and to make the general public more sympathetic with the older labor organization in its position. From the politician's standpoint, the most formidable opponent now of immigration restriction is not the ideologue of "long American descent" who is solicitous that America shall remain forever a "haven of refuge from tyranny for the oppressed." That type of critic is having his hands full just now with adjusting forms of home-bred tyranny, growing out of collective or class action of some kind. The most formidable opponent of immigration restriction now is apt to be the organized foreign community, which, having gained admission to the country, now turns about and resists any effort to restrict other members of the given race from duplicating untoward conduct that has been detected in the pioneer adventurers. And, of course,

Immigration Restrictions

such organized opposition is especially dreaded by the politician-statesman at a time when a call for new restrictive legislation and a presidential election coincide.

Analysis of the immigration figures for 1911 shows that the percentage of illiteracy in immigrants over 14 years old coming from Teutonic and Celtic races of northern and western Europe was 2.2 per cent. Of the same class from southern and eastern Europe, chiefly of Slavic and Iberian stock, the percentage was 31.9. An educational test for citizenship is by no means perfect. But it is of increasing importance to democracy, if so much more of the law-making of the future is to be direct legislation based on voters' ignorance or intelligence, that it shall have citizens able to read. Moreover, a state is as much justified as a family in determining the moral worth of applicants for admission; and there are limits to the obligations of national, as of personal, altruism.

Music and Democracy

THE concert in behalf of the Music Settlement of Boston, in which promising talent that has been developed by its promoters participated, is one that deserves more than pecuniary support. It merits consideration as one of the first fruits of one of the finest of the variants of the "social settlement" ideal which Arnold Toynbee set going in London in the last years of the last century. Viewed from the standpoint of children and youth of talent who are found among dwellers in the tenements and apartments of the less-favored quarters of cities, the music settlement spells opportunity to expand along esthetic and emotional lines that otherwise might never be followed. From the point of view of the artists who serve as instructors and helpers it also is an opportunity to expand, but along paths of ethics and altruism wherein musicians not infrequently are not at all inclined to walk. Thus, in the settlement, a dual uplift is wrought, and both giver and recipient are enhanced in worth, personally and socially.

Indeed, it is from the standpoint of the music settlement as another factor in democratizing urban life of today that many persons will be most interested in the scheme. It provides a nexus between folk that otherwise might never know each other's essential likeness, and through an art that knows no barriers of race, creed or social status when crowning a master. On the other hand, it implies a marked extension of the area from which artists may be recruited. The waste of ability and idealism involved in pecuniary limitations of the pupils is checked, however slightly. The moral discipline that often comes from adverse outer conditions and that voicing itself in music will console and uplift humanity is given a chance to find expression as child or youth comes under the environing sympathy and aid of artist teachers.

Flat or Zone Rates for Post Parcels?

THERE appears to be no longer any question as to the establishment of a parcels post system. Agreement is general as to its desirability. There is a question, however, as to advisability of adopting the flat-rate principle under which first-class mail matter is carried. It costs two cents to send a sealed letter across a street; it costs but two cents to send a sealed letter across a continent or, in some instances, across a continent and across an ocean. The loss on the long haul is supposed to be, and practically is, made up by the profit on the short haul. It costs at present at the rate of 16 cents a pound to send a parcel to any point covered by the domestic mail service. The proposal first considered was to reduce the pound rate to 12 cents and increase the weight limit from four to eleven pounds, conditions already existing in the American foreign service. This would bring the cost for the carriage of an eleven-pound parcel up to \$1.32. In Great Britain one can send an eleven-pound parcel through the mails for 22 cents; Germany does better still, and will carry a package of that weight for 12 cents.

But the territory served in Great Britain and Germany is of much smaller area than that of the United States, and a flat rate that might be profitable, or self-sustaining, in either of the European countries named might mean a loss and a serious deficit here. Nevertheless, there is no reason why, within certain zones, the United States postal service for parcel delivery should not be as cheap as that of Great Britain or Germany. By establishing zones, graded rates could be fixed that would soon become familiar, and that would at once be more satisfactory than a flat rate because more equitable. The charge, manifestly, should not, in common fairness, be as great for carriage between Boston and Cambridge as between Boston and Seattle. The zone system could establish a tariff that would meet the needs of parcel traffic between all quarters of the country, between the sections and between the states. Measured by the distance hauled, as well as by the weight carried, rates could be arranged that would be satisfactory to all reasonable people.

The committee on postoffice and post roads of the House of Representatives has decided to report in favor of a commission to inquire into this matter, and as it is evident that something of the kind outlined here will have to be done to make the domestic parcels post system available to all classes and for all purposes, it seems likely that the zone rather than the flat rate will finally be recommended and adopted. Assuming that even the maximum rate shall be far below the present express toll, and that the minimum rate shall be as low as the interests of the department will permit, there can be no other than good results from the adjustment proposed.

THE management of the Olympic games to be held in Sweden the coming summer will find it to their advantage to invite Explorer Amundsen to occupy a seat in the grand stand. Northern Europe has not had such a drawing card in many a day.

THE latest is a proposal to investigate the horseshoe trust. If this should turn out to be anything like investigating the innocent horseshoe lying on the floor of the blacksmith's shop, it will be quickly dropped.

THOSE who are unacquainted with all the mysteries of the tariff will wonder, of course, why so much attention is given to raw and so little to cooked wool.

THERE is some talk of a congressional inquiry into the millinery trust, but difficulty seems to be experienced in finding witnesses who will talk.

SIAM has a new warship of the expensive kind with which to start her scrapheap.